

21-27 October 2015
No. 1,393 | £2.90

BRITAIN'S **BIGGEST-SELLING** WEEKLY CAR MAGAZINE

Auto EXPRESS

THE CAR NEWS WEEKLY

MAGNIFICENT McLAREN

New 570S driven
UK's new sports
car superstar



BMW's SUV BOOM

EXCLUSIVE IMAGES

Cool new X2 crossover
leads new SUV charge



PLUS FOUR MORE FANTASTIC BMW SUVs COMING SOON...



TESTED New Honda Jazz
vs Skoda Fabia vs Nissan Note

DRIVEN FERRARI 488 SPIDER

"Ultimate wind-in-
the-hair thrills"



PLUS Back to the Future's DeLorean

43
9 770954 886234
www.autoexpress.co.uk

The Audi TT



Official fuel consumption figures for the TT Coupé in mpg (l/100km) from: Urban 33.2 (8.5) – 54.3 (5.2), Extra Urban 50.4 under standardised EU test conditions (Directive 93/116/EEC). This allows a direct comparison between different manufacturer models but may not. Images shown for illustration purposes only. More information is available on the Audi website at audi.co.uk and at dft.gov.uk/vca



*It's rare for
a concept to
become a car.
Rarer for
it to happen
three times.*

WE ARE ALL RACERS



THE HIGH PERFORMANCE TYRE FOR RACERS.

**MICHELIN PILOT SPORT CUP 2,
Approved for the PORSCHE Cayman GT4.**

When it comes to high performance, Porsche and Michelin share the same passion for perfection. So when the uncompromising Cayman GT4 needed a new level of contact with the ground, Porsche and Michelin worked shoulder

to shoulder to craft, test and finally codevelop a truly exceptional high performance tyre. It's simply the latest chapter in more than fifty years the pair have spent together pursuing excellence on the road and in motorsport. No wonder that Michelin has been selected by Porsche as its strategic partner for tyres.

Release your inner racer and discover the MICHELIN high performance tyre range at:
weareallracers.michelin.com



MICHELIN Pilot Sport Cup 2 the track tyre suitable for everyday use. Thanks to MICHELIN Total Performance you can enjoy high performance and optimal safety together in total confidence.





12 Exclusive image and details of new X2 as BMW plans an array of exciting new SUVs



32 First drive verdict on Audi A4 Avant



8 Sensational McLaren 570S blasts off



46 New Honda Jazz takes on Fabia and Note



28 We go Back to the Future to drive classic DeLorean

**VOLVO
TO BUILD
TESLA
RIVAL**
Page 15

Online this week



Unrivalled coverage from the Tokyo show

THE motoring world turns its focus to Japan this week as the Tokyo Motor Show opens its doors at the Big Sight centre.

The home manufacturers will be out in force with a host of dazzling debuts and concepts from the likes of Nissan, Toyota, Honda, Subaru, Suzuki and Mitsubishi. We will be in Tokyo in force to bring you all the latest news, videos, interviews and behind the scenes gossip from one of the most exciting shows on the calendar.

For more visit
autoexpress.co.uk

Newsweek

COVER McLaren's mighty 570S **8**

Why Brit firm's new sports car will have Porsche 911 worried

COVER BMW's SUV boom **12**

New X2 leads a host of new stars – and we have the details

Volvo's Tesla rival **15**

All-electric future for Swedish brand. Plus S90 uncovered

Should auto headlights be compulsory? **18**

Experts have their say in our big road safety debate

Ultimate Ferrari F12 unleashed **21**

New 769bhp tdf model takes supercar to a new level

Dieselgate update **22**

VW under fire as recall letters fail to apologise to owners

Wild Renault racer hits the road **24**

RS.02 does 0-62mph in 2.5 seconds – and we drive it

Features

COVER Back to the Future **28**

We celebrate iconic film by driving classic DeLorean

New cars

Audi A4 Avant **32**

Behind the wheel of TDI 150 version of compact exec estate

DS 4 Crossback **34**

Plush hatchback boosts its appeal with an SUV makeover

Lexus GS F **36**

Sports saloon mixes V8 muscle with modern tech

Upgraded Nissan Leaf **38**

New 30kWh battery boosts range. Plus fuel-cell Toyota

Volvo XC90 T8 **40**

Plug-in hybrid adds more appeal to our Car of the Year

COVER Ferrari 488 Spider **42**

Roof comes off sports car, with devastating results

Road tests

COVER New Jazz shoot-out **46**

Practical Honda takes on Skoda Fabia and Nissan Note

C-MAX vs C4 Picasso **56**

New Ford MPV faces Citroen favourite in family car battle

Our cars **64**

Updates on the Fiat 500X and Range Rover Sport

Products

Best brushes tested **72**

We rate three great buys to keep your wheels tidy

Top torque wrenches **74**

They're a workshop essential, but which should you buy?

Buying cars

MINI buyer's guide **78**

Second generation of BMW baby can be yours for £3,000

Best cars for £100 a month **82**

Our top five cars that won't break the bank

New car prices **84**

All the info you need before you head to the showroom

Regulars

Consumer news **26**

Watchdog solves your problems, plus you have your say

Sport **94**

Formula E season preview, plus latest news

Get Auto Express every week **97**

How to net a great deal on your favourite magazine

Back chat **98**

Mike Rutherford lays it on the line to Volkswagen bosses

A leap forward in reverse parking.



NEW FORD **FOCUS**

➤ **Active Park Assist**

How do you park in a space you can't even see? Trust the new Ford Focus. It can find even the most elusive spot, then assist you to park in it, whether it's parallel or even reverse parking. Just one of the many ways that the new Ford Focus can help you go further. ford.co.uk/newfocus

Official fuel consumption figures in mpg (l/100km) for the New Ford Focus Range: urban 32.1-74.3 (8.8-3.8), extra urban 49.6-91.1 (5.7-3.1), combined 41.5-83.1 (6.8-3.4). Official CO₂ emissions 159-88g/km.

The mpg figures quoted are sourced from official EU-regulated test results (EU Directive and Regulation 692/2008), are provided for comparability purposes and may not reflect your actual driving experience.

Active Park Assist is standard on Titanium X and available as an optional extra on Zetec, Zetec S and Titanium.



Go Further



Editor-in-chief: Steve Fowler

Deputy editor: Graham Hope

News

News editor: James Batchelor
Deputy news editor: Richard Ingram
Senior news reporter: Jonathan Bum
News reporter: Lawrence Allan

Road tests

Road test editor: James Disdale
Deputy road test editor: Dean Gibson
Senior road tester: Sean Carson
Road tester: Lesley Harris

Consumer

Consumer editor: Joe Finnerty
Consumer reporter: Martin Saarinen
Consumer writer (products): Cat Dow

Production

Managing editor: Stuart Morton
Production editor: Sarah Murray
Sub-editor: Stuart Newman

Digital

Website editor: Steve Walker
Editor-at-large and
head of motoring video: Mat Watson
Video reporter: Rebecca Chaplin
Senior web producer: Sam Naylor
Content editor: Jake Groves
Carbuyer editor: Stuart Milne
Carbuyer web producer: Tom Goodlad
Carbuyer sub-editor: Stephen Errity
Carbuyer content editor: William Morris

Design & Pictures

Art director: Darren Wilson
Deputy art editor: George Vedmore
Designer: Danny Brown
Picture editor: Dawn Grant
Senior photographer: Pete Gibson
Staff photographer: Otis Clay

Special Contributors

Steve Sutcliffe, Mike Rutherford,
Kim Adams, Andreas Conrad, Peter Lyon,
Tom Wiltshire, Sarah Bradley, Julie Sinclair

Advertising & Promotions

Brand director: Sarah Johns
Business development manager: Shaza Agabani
Advertising manager: Helen Ruane
Account manager: Simon Matthews
Senior sales executive: Alexander Rumble
Sales executive: Emily Lowe
Research director (Driver Power): Seema Hope
Senior production executive: Daniel Stark
Head of digital: Elaine dela Cruz
Managing director: Julian-Lloyd Evans

Publishing director: James Burnay
Newtrade manager: David Barker
Digital marketing manager: Anna Marley



Dennis Publishing Ltd
Group managing director: Ian Westwood
Chief operating officer: Brett Reynolds
Group finance director: Ian Leggett
Chief executive: James Tye
Company founder: Felix Dennis

CONTENT SYNDICATION SALES

Our content is available for syndication.
E-mail ryan_chambers@dennis.co.uk
or call 020 7907 6132 for more details.

© Copyright Dennis Publishing Limited.
Auto Express is a trademark of Felix Dennis.

Auto Express is published weekly by Dennis Publishing Ltd. Company registered in England, number 1138891. This publication may not be reproduced or transmitted in any form or in part without the written permission of the Publishers. Registered as a newspaper at the Post Office. Pictures submitted to Auto Express are sent at owners' risk. While every care is taken, neither Auto Express nor its agents accept any liability for loss or damage. Originated on Apple Macintoshes. Repro by Mullis Morgan. Printed by Polestar Bicester. Distribution: Seymour, 2 East Poultry Avenue, London EC1A 9PT. Tel: 020 7429 4000, Fax: 020 7429 4001, Website: www.seymour.co.uk

AUTO EXPRESS ROAD TESTS

All Auto Express tests are carried out at private proving grounds where cars are driven to the limit and performance tested using Racelogic VBOX computer timing equipment. Auto Express also assesses the cars over many miles of mixed public roads before delivering its Road Test Verdict.

Auto Express is part of the
Auto Bild Group network of magazines



The paper used within this magazine is produced from sustainable fibre, manufactured by mills with a valid chain of custody.

Mandatory auto headlights could be a real safety boon



AE I'VE long been a fan of Daytime Running Lights. The safety benefit of being illuminated at all times is clear, but I'm also enjoying the added sense of style they bring to some models.

DRLs have been mandatory on all new cars that have gone on sale since February 2011, but I reckon we should go a step further and call for automatic headlights to become standard on all new cars.

All too often, you see cars being driven at night or in poor weather without lights on. And as the clocks go back and the weather takes a turn for the worse, it'll become all too commonplace.

In fact, DRLs have posed something of a problem here, too – I often spot someone who obviously thinks their lights have come on automatically because their DRLs are so bright. They might have some illumination at the front, but it won't be enough. And the chances are they'll be dark – and often invisible – from the back.

As our investigation on Page 18 reveals, the latest lighting technology is saving lives. And having lights that come on automatically, I really believe, will save even more.

I don't think it will add a whole heap of cost to every car, either. Nor do I buy the argument that drivers will rely on them too much and forget to switch them on in fog or when visibility is poor – the onus should always be on the driver to check.

If technology exists that can help make drivers safer, we should encourage its use. As we have done with anti-lock brakes and traction control – both have helped to save lives and haven't reduced the amount of attention drivers pay to the road ahead.

Effective headlights are hugely important. But they're only useful if they're switched on first. Automatic lights make sense, so let's make them mandatory.



STEVE FOWLER
Editor-in-chief

Steve.Fowler@dennis.co.uk
[@stevefowler](https://twitter.com/stevefowler)

Contact us

Dennis Publishing Ltd,
30 Cleveland Street,
London W1T 4JD

facebook.com/autoexpress
[@AutoExpress](https://twitter.com/AutoExpress)
youtube.com/autoexpress

Subscription enquiries 0844 844 0026

E-mail firstname_lastname@dennis.co.uk

News 020 7907 6211

Consumer 020 7907 6204

Tests 020 7907 6215

Products 020 7907 6212

Fax 020 7907 6234

Advertising 020 7907 6745

Advertising E-mail
ads@autoexpress.co.uk

Subscribe and save 48 per cent

Get all the motoring news EVERY week

Subscribe to Auto Express and save 48% on the shop price. See Page 97.

Call 0844 844 0026

Basic annual rate UK: £79.99 Europe: £110 Rest of world: £180

Online subscriber service Change your address and renew your subscription at

www.subsinfo.co.uk

Subs E-mail autoexpress@servicehelpline.co.uk



New Auto Express app now on iPhone, iPad, Kindle and Android

- Our new app lets you start reading on iOS, Kindle or Android phones & tablets for free
- Updates sent straight to your device
- Plus first drives, road tests and reviews, and exclusive video content, too



www.autoexpress.co.uk/app

Tell us about your car

Driver Power is the UK's biggest motoring satisfaction survey. Every year we need you to tell us about your car. Good or bad, your feedback helps us tell EVERY motor manufacturer what YOU want... and believe us, they're listening!



Have your say... take the survey

www.autoexpress.co.uk/driverpower



■ **We drive the 570S – the first-ever ‘sports car’ from McLaren**
 ■ **Delivers 562bhp from twin-turbo V8; priced at £143,250**



Steve Sutcliffe
 mail@autoexpress.co.uk

AE THE 570S is the first sports car that McLaren Automotive has ever made. That's not merely some leftfield observation made by someone who's just been knocked sideways by the car at its international launch; it's a clear statement of intent from the boss of the division that has created the 570S from scratch.

But what does it mean, referring to the 570S as a sports car rather than a supercar? And why is it such a significant statement to be making at this moment in time?

It means that the £143,250 newcomer is for once NOT all about going as fast as possible, even though it is without question a very fast car indeed.

It means that the 570S is as much about having fun in as it is about going quickly – as is the case with the model it's targeting: the Porsche 911. That's why its new carbon fibre tub is conventionally suspended (rather than hydraulically as with all of McLaren's other cars), and why its steering, exhaust, engine and even its seven-speed dual-clutch gearbox have all been engineered to be more analogue in their responses than those of any previous McLaren. And in a nutshell, that's why Woking refers to the 570S as a sports car, rather than a supercar.

Does it work as a package, or has McLaren come up with the answer to a question that no supercar driver has yet bothered to ask?

On the road, and before we go any further, you will be pleased to know that the answer is an emphatic yes. The 570S still has the feel and DNA of the McLarens we've come to know and mostly love since the road car operation opened for business back in 2009, but it's deliberately more



FIRST DRIVE

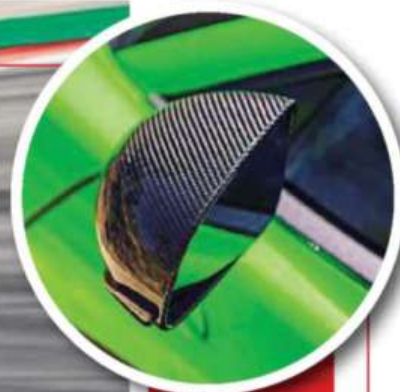
Britain's 911 blas

We get behind the wheel of 570S as McLaren takes the fight to Porsche



“570S's exhaust note is louder and more indulgent than any previous McLaren's”



**RACE BRED**

Even the wing mirrors are finished in carbon fibre, giving away car's motorsport heritage



ts off

Essentials

McLaren 570S

Price:	£143,250
Engine:	3.8-litre twin-turbo V8
Power/torque:	562bhp/600Nm
Transmission:	Seven-speed dual-clutch, rear-wheel drive
0-60mph:	3.1 seconds
Top speed:	204mph
Economy:	26.6mpg
CO₂:	249g/km

ON SALE Now

ON THE ROAD

Extra weight of steering means new car feels more alive than previous McLarens through corners



DESIGN Shape of tail-lamps mirrors the headlights, and mimics the McLaren company logo. The lights are surrounded by carbon fibre in rear end that's carefully designed to deliver maximum downforce



BRAKES Bright yellow calipers stand out behind the huge black alloy wheels, and they grip the massive carbon ceramic discs to provide stopping power to match the incredible straight-line performance

playful on the move. More sports car. Its suspension is softer, its electronic safety systems broader in their range of suggestions about how they can solve the problems of whoever is behind the wheel, its steering meatier and more touchy-feely than any previous McLaren's, its exhaust note louder and more indulgent. At the same time, though, the 570S is also more usable than any McLaren so far.

How so? Because the cabin has also been redesigned to be not just more

practical – thanks to the lower sills of the new carbon tub, it's easier to climb in and out of – but also more civilised and refined. There's a new Bowers and Wilkins stereo for the first time, storage pockets in the doors, even vanity mirrors appear for the first time ever in a McLaren.

But the thing is, it works. All-round visibility has been significantly improved thanks to the lowering and widening of the scuttle, making the car feel smaller on the road than any previous McLaren – so

says the company (and we agree). And the quality inside has definitely taken a step up as well.

On the move, the 570S is easily the most involving car McLaren Automotive has yet made. There is feel through the steering and movement beneath your backside which, to begin with, might even leave you feeling a bit disconcerted, if not confused. Gone is the laser-guided stability and all-enveloping grip of the brand's previous cars, replaced by more



“The 570S feels more refined than other cars from McLaren, and its interior certainly seems less invaded by road noise above 30mph”

than a hint of body roll, a fair bit of sliding if you push the car hard and dial the ESP back to a less aggressive setting and, as you'll eventually discover, you end up with a far wider smile on your face as a result.

On the road, you need to drive the 570S pretty keenly to get it to move around, and to therefore notice the differences between this and other McLarens. Having said that, there is notably more body roll on turn-in, plus a corresponding reaction from the tail, even at fairly moderate cornering speeds.

And at higher speeds, you notice the extra movement when braking as well, when the car reacts to a prod on the pedal with just a slight edge of movement that's hardly surprising given the power available from the four carbon ceramic discs.

Yet what you do notice straight away on the road is the extra noise from the exhaust – the 570S is much louder than other McLarens from the outside, interestingly – and the increased weighting of the steering.

Even within the first 200 yards, you realise you're driving a car that feels more alive – not just beneath your backside but beneath your fingertips and on the ears. Yet the ride is still extremely good for a machine such as this, with typically excellent compliance, even over quite rough surfaces. If anything, the 570S feels more refined than other McLarens as a result, and its interior certainly seems less invaded by road noise above 30mph.

It's an intriguing direction in which to go – a bold one, too, given that buyers in

this market tend to like boasting about the raw numbers that their cars are capable of producing. But on the other hand, the twin-turbocharged 3.8-litre V8 570S is hardly what you'd call slow.

A 0-100mph time of 6.3 seconds ensures it has identical acceleration to the original McLaren F1, which was never slow... while its top speed of 204mph is not to be taken lightly, either.

Even so, the 570S is very much an “It ain't what you do, it's the way that you do it” kind of car. The driving experience it offers is what matters most by far, and the numbers it generates are almost a side issue in the end. For once, McLaren makes no great claims about how much downforce the car can generate, or that its lap times are faster and therefore better than its closest rivals'.

Praise be is all we can say. It takes a certain kind of confidence to go down a route such as this when the stakes are so very high; this will be the biggest-selling McLaren by far. But what Woking has done is take a great big brave pill and then said to the rest of the world: what the heck, this is the kind of sports car that WE like to drive, so hopefully you will like it, too.

And we do. Very much indeed.



GEARBOX

Even though it has buttons rather than a lever, dual-clutch box offers more of an analogue feel than set-ups in previous McLarens



Beautifully incorporated into Alcantara dash, screen controls raft of functions; instrument display is also a digital affair, but couldn't be easier to use



Verdict

THE 570S is not the fastest car McLaren makes, but it's possibly the most fun to drive. Its limits are lower, its level of grip deliberately reduced compared with the other cars in the range, and as a result the driving experience it delivers is arguably richer. More cars like this please, McLaren; outright speed is not the Holy Grail, after all.





DS AUTOMOBILES

SPIRIT OF
AVANT-GARDE

NEVER APOLOGISE FOR YOUR POWER,
INTELLIGENCE OR EFFICIENCY.

DS 3

WITH AWARD WINNING PURETECH TURBO
ENGINE TECHNOLOGY



DS *prefers* TOTAL

www.driveDS.co.uk



Official Government Fuel Consumption Figures (litres per 100km/MPG) and CO₂ emissions (g/km). Highest: DS 3 Ultra Prestige THP 165 S&S 6-Speed manual: Urban 7.1/39.8, Extra Urban 4.6/61.4, Combined 5.6/50.4, 129 g/km CO₂. Lowest: DS 3 DStyle BlueHDi 100 S&S manual: Urban 3.8/74.3, Extra Urban 3.2/88.3, Combined 3.4/83.1, 87 g/km CO₂. MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only, and may not reflect actual on-the-road driving conditions.



James Batchelor
james_batchelor@dennis.co.uk
@RRBatchelor

AE IT'S no secret that BMW has big plans to expand its range of SUVs over the next three years, and arguably the most interesting is the X2, revealed for the first time here in our exclusive main image.

BMW intends the newcomer to sit perfectly in the middle of an array of new SUVs – ranging from a Nissan Juke-sized X1 Sport Cross right up to a Range Rover-baiting X7.

Auto Express first revealed that BMW was eyeing up the compact coupé-SUV niche last year, and this is our first evidence that it's serious in its intentions. Unsurprisingly, the X2 will join the X4 and X6 in being the more sporty and daring version of a straight-laced SUV – in this case the X1.

Under the skin, it'll be identical to the X1, sitting on the front-wheel-drive UKL1 platform BMW uses for the 2 Series Active Tourer and Gran Tourer models – and also the MINI hatch and forthcoming Countryman SUV. And it will offer a choice of front-wheel drive or xDrive four-wheel drive.

It's more than likely the X2 will be powered by the same small range of engines as the X1, too, so expect it to use a 192bhp 2.0-litre petrol and 2.0-litre diesels with 150bhp, 188bhp and 231bhp outputs. To appeal to customers interested in driving green tech, the X2 could also poach the plug-in hybrid system destined for the X1 – a 1.5-litre three-cylinder or a 2.0-litre four-cylinder petrol engine paired with an electric motor.

In addition, there's a possibility of a hot X2 M tuned by BMW's M division, finally giving the brand a rival to the Mercedes-AMG GLA 45 and Audi RS Q3 – and also the Range Rover Evoque SVR

■ Exclusive image reveals new crossover; heads SUV boom

the British brand is rumoured to be readying. In this guise, the X2 could use BMW's 3.0-litre turbocharged straight-six, pushing out 355bhp.

Our image, backed up by a revealing spy shot (right), shows how the car is shaping up – and it's clear to see the X2 will offer sportier styling than its X1 sibling.

At the front, the model looks wider and meaner thanks to a flatter bonnet and a more steeply raked windscreen. But to keep a family resemblance to the X1, there's the standard kidney grille, swept-back headlights with integrated LED daytime running lights, and spotlamps in the front bumper.

In fact, the windscreen is just the start of the more daring styling as the roofline is lower than the more practical X1's, and arches sharply backwards to meet the rising shoulder line. Meanwhile to the rear, the X2 will have a short overhang and BMW's familiar L-shaped tail-light clusters. Overall, the look is more rounded and noticeably squatter than BMW's other X4 and X6 coupé-SUVs.

To tease us, BMW will likely pull the covers off a near-production-ready X2 concept early next year along with a plug-in hybrid version of the X1 and the next-generation X3. The X2 is set to be launched in 2017, with the X1 Sport Cross and X7 both arriving a year later.

"Under the skin, it'll sit on the same front-drive UKL1 platform as X1 and MINI"

Automedia



X2

Our spies caught new crossover on test, allowing us to show you how final car is set to look in our exclusive main image

DUE 2017



■ **EXCLUSIVE IMAGES**

Cool X2 leads BMW's

Christian Schulte



BMW X1 Sport Cross

TO take advantage of the explosion in the supermini-SUV class currently dominated by the Nissan Juke, BMW will launch its own in 2018, with sporty styling. It's smaller than the X1, and will go up against the Audi Q1, which is earmarked for a 2016 release.

DUE 2018

Automedia



BMW X1 PHEV

A PLUG-IN version of the X1 will launch next year. It'll use a 1.5-litre three-cylinder petrol, or a 2.0 from the 330e, paired with an electric motor for sub-50g/km emissions and 135mpg-plus. The rear styling and boot will be revised to carry the batteries.

DUE 2016



Poblete

new family of SUVs



Automedica

BMW X3

THE next-generation X3 is being given more of an SUV look, as the recently launched X1 was. The new car, due next year, will resemble a mini-X5, with more ground clearance, too. Expect more interior space and a bigger boot to increase practicality.

**DUE
2016**


Christian Schulte

BMW X7

ACTING as a new flagship for the range, the forthcoming US-built X7 will get seven seats and be powered by six and eight-cylinder engines, as well as a V12. Expect lots of clever weight-saving carbon fibre body panels, just like in the new 7 Series.

**DUE
2018**

WE SORT THE FINANCE YOU CHOOSE THE CAR

There's a lot to think about when buying a new car, so we've made paying for it extra easy with Halifax Car Plan Extra – our new car finance exclusive to Halifax current account customers.

Simply sign into Online Banking and use our car finance calculator to instantly see how much you could borrow, then choose a plan that suits you best.

Once you've applied and been accepted, we'll transfer the money direct to the dealer, it's as easy as that.

And our great low rate means your dream car could be more affordable than you think.

Available to Halifax current account customers of at least three months, registered for Online Banking aged 18+ and UK resident. Borrow between £3,000 – £60,000. Vehicle must be sourced through selected dealer. Lending subject to status.

3.6% APR

REPRESENTATIVE



Visit halifax.co.uk/carfinance



OFFICIAL

All-electric Volvo aims at Tesla



Steve Fowler
Steve_Fowler@dennis.co.uk
@stevefowler

■ **S60-sized EV due in 2019** ■ **Every new Volvo to have plug-in option by 2020**

AE VOLVO will have a full range of plug-in vehicles by 2020, led in 2019 by an all-electric, Tesla-rivalling S60-sized car.

The new car will sit on Volvo's Scalable Product Architecture (SPA). This underpins the new XC90 and forthcoming S90 (below) and was designed from the start for full electric power as well as plug-in hybrids.

The new model is expected to be pitched head-to-head with Tesla's Model 3, which

is due to be launched in 2017. Volvo is confident the new electric car will have a range of over 300 miles, while performance should be Tesla-rivalling, too.

Although a saloon is the most natural first fit for an all-electric model, Volvo hasn't ruled out an XC60-sized SUV to provide a rival for the new Tesla Model X. Håkan Samuelsson, president and CEO of Volvo Cars, said: "We believe that the time has come for electrified cars to cease

being a niche technology and enter the mainstream. We are confident that by 2020, 10 per cent of Volvo's global sales will be electrified cars."

The new XC90, Auto Express's reigning Car of the Year, is now available in T8 Twin Engine form (driven on Page 40) with its battery-powered electric motor and 2.0-litre petrol engine giving a total of 402bhp. The electric story won't stop there, though, with plug-in versions of the new 40-series

cars – a replacement for the V40 hatch, an S40 saloon and an XC40 small SUV.

Volvo has also confirmed that these hybrid models will be based on a new Compact Modular Architecture (CMA) developed jointly between Volvo and its Chinese owner Geely.

Volvo sales are expected to top 800,000 by 2020, meaning 80,000 Volvos will be electrified by the end of the decade.

P40: Volvo XC90 T8 Twin Engine driven

As cool new S90 saloon shapes up

WHILE Volvo is revealing its exciting electric future, its next conventional model has broken cover – in the form of grainy, secretive pictures of a diecast model.

These images from *Carnewschina.com* show a 1:43-scale model of the brand's new BMW 5 Series and Audi A6 rival, the S90. Naturally, being part of the 90-series of Volvos, it shares key design cues with the XC90 SUV, such as the 'Thor's Hammer' LED headlamps and large grille.

From the side, it's more Audi A7-like than an executive saloon, and a firm departure from the current Volvo S80. At the rear, the stand-out feature is the C-shaped tail-lights, with prominent badging across the bootlid.

The newcomer is expected to get the same range of four-cylinder diesel and plug-in hybrid engines as the XC90, and will be revealed later this year.

LEAKED



S90's nose takes cues from latest XC90 SUV, while C-shaped tail-lamps also grab attention

Model S given 'autopilot' boost



TESLA has released the 'Version 7.0' software update for its Model S range, so 60,000 cars now come equipped with an 'Autopilot' driverless function.

The car can brake, steer and change lanes by itself by using radar, sonar cameras and high-precision GPS. All Version 7.0-equipped cars can 'speak' to each other and share vital road info, too.

The software remains in Beta testing for now, so hands are still on the wheel.

NEW PEUGEOT 208 RE-ENERGISED



3 YEARS
INSURANCE*
WARRANTY
SERVICING
CAR TAX*
ROADSIDE ASSISTANCE

0% APR
REPRESENTATIVE**

**£500 DEPOSIT
CONTRIBUTION***



PEUGEOT RECOMMENDS TOTAL Official Fuel Consumption in MPG (l/100km) and CO₂ emissions (g/km) for the New 208 Range are: Urban

MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only and may not reflect actual on-the-road driving conditions. *Representative 0% APR over 37 months. Terms and conditions apply, participating t/a Peugeot Financial Services, Quadrant House, Princess Way, Redhill, RH1 1QA. Excess mileage charges may apply. **The first year Road Fund Licence (RFL) is included in the on the road price. The Dealer will provide customers with a cheque equivalent to must meet eligibility criteria including minimum 2 years' full UK licence, driving convictions/claims limits. Excesses apply. 3 years motor insurance is provided and underwritten by U K Insurance Limited, which is authorised by the Prudential Regulation cost of JAF Passport, but are provided on a monthly pay-as-you-go basis and can be cancelled at any time without penalty or affecting the remainder of the JAF Passport contract. Routine servicing included only. Excludes wear parts. *£500 deposit discretion. Image shown for illustration purposes only. Model shown is a 208 Hatchback 1.2 PureTech 82 5 door Allure with 16" Titane Gloss Black Alloys, with metallic paint, Cielo Panoramic Roof and Menthol White exterior personalisation pack at £15,940.

NEW PEUGEOT 208

MOTION & EMOTION



INTERNATIONAL
engine
of the year
awards 2015

Presented by engine technology international magazine
1-litre to 1.4-litre
PSA Peugeot Citroën
1.2-litre three-cylinder turbo

40.4 – 78.5 (7.0 – 3.6), Extra Urban 61.4 – 104.6 (4.6 – 2.7), Combined 52.3 – 94.2 (5.4 – 3.0) and CO₂ 125 – 79 (g/km).

dealers only or visit peugeot.co.uk. Peugeot Motor Company PLC is a credit broker not a lender. We will only introduce you to Peugeot Financial Services. A guarantee may be required. Finance provided by and written quotations available from PSA Finance UK Ltd twice the current RFL cost. The customer must apply for years 2 & 3 RFL. Just Add Fuel* (JAF) is subject to status. *Minimum age 21, 25 or 30 on selected models, maximum age 75. Policyholder must have a minimum of 2 years NCD to use on the vehicle. All drivers Authority and regulated by the Financial Conduct Authority and the Prudential Regulation Authority. Payments will vary according to age, post code and annual mileage. The costs of insurance, servicing and Roadside Assistance are included within the monthly contribution at participating dealers. This offer is not available in Northern Ireland. All offers available on qualifying vehicles ordered and registered between 01/10/2015 and 31/12/2015 or until such time as they may be withdrawn by Peugeot at its complete. All information correct at time of going to press. Visit peugeot.co.uk for full terms and conditions.



PEUGEOT

BIG DEBATE: Should auto tech be compulsory for AL

■ We get motoring groups' views on auto lights as clocks go back

■ 40 per cent of serious and fatal injuries on road happen at night

AE Julie Sinclair

CAR headlight technology is becoming increasingly complicated. It's no longer just a case of remembering to turn off your lights when you park to avoid a flat battery. There's now a baffling array of tech – bending light round corners, automatically dipping beams for oncoming cars, even spotting pedestrians – and it's your job to know which to use when.

That's crucial at this time of year, with the clocks going back on 25 October, as when the light fades, the accident odds stack against you: 40 per cent of fatal and serious injuries reportedly happen at night, even though only 25 per cent of car journeys are made then.

That's why Auto Express is asking if automatic headlights – which can make those lighting decisions for you – should be compulsory on all new cars. Auto lights are becoming increasingly common; where they're optional, the price is hard to gauge, as they're often packaged with features like bi-xenons and beam levelling. The Transport Research Laboratory has found buyers pay about £890 on some Vauxhalls, for example.

Around a third of all new models still don't have auto lights as standard, according to automotive intelligence specialist JATO Dynamics. So we asked some leading motoring groups for their view.

Thatcham
Research

Thatcham Research

THE industry's research centre for vehicle safety and security says automatic lights do prevent accidents. Thatcham's director of research, Matthew Avery, told us: "The data says that if you've got automatic headlights, you're involved in fewer crashes – especially with cornering and adaptive headlights. The [level of] crash reduction with them is huge. It's about 15 per cent."

"Automatic lights do prevent accidents"

TRL

Transport Research Laboratory

TRL wants more research before auto lights are made compulsory. Chief scientist Richard Cuerden said: "The cost-benefit ratio is uncertain. US insurance data indicates high intensity lights and dynamic beam patterns reduce collisions and injuries, and automatic high-beam assist reduces damage claims, but greatly increases injury claims."

"The cost-benefit ratio is uncertain"

ROADSAFE

RoadSafe

THE answer is simple, according to safety charity RoadSafe. Its director Adrian Walsh explained: "Automated driving aids can be enormously helpful. They take pressure off the driver, allowing them to concentrate on the really important thing, which is the driving itself." That ultimately improves safety, Walsh argued, adding: "So we would certainly support a move to make automatic lights standard on all vehicles."

"They allow drivers to focus on driving"

All-new 85mpg Prius gets ready to clean up

TOYOTA has released further tech specs and details of its new Prius, before the car hits showrooms at the start of next year.

The fourth-generation hybrid debuted at September's Frankfurt Motor Show, but more info has been revealed prior to its appearance at next week's Tokyo expo. The Prius is set to get an 18 per cent boost in fuel efficiency, which should mean official economy of around 85mpg and CO₂ emissions of less than 75g/km.

That's thanks to the combination of a naturally aspirated 1.8-litre petrol engine and an electric motor, with a smaller and quicker-to-charge nickel-metal hydride battery. That would compare well with Toyota luxury brand Lexus' CT 200h, which is less powerful and manages only 78.5mpg.

On its own, the petrol engine delivers 97bhp and 141Nm of torque, while the

electric motor adds an extra 71bhp. The manufacturer says the Prius will also get a second (optional) electric drive unit for the rear wheels, called e-4WD. This works at speeds of up to 37mph to boost traction off the line in wet or icy conditions.

Toyota's also tweaked the regenerative brakes to make them more effective, while improving feel and refinement with an active hydraulic booster. Later in the year we'll see a plug-in model, too, with incremental improvements over the current car's 134.5mpg and CO₂ emissions of 49g/km.

The 2016 Prius sits on an all-new modular platform, dubbed TNGA. Toyota will launch several new models on this platform over the forthcoming decade, but it's not yet known whether the seven-seater Prius+ MPV will return.

PAGE 39: Toyota Mirai FCV driven

OFFICIAL



EFFICIENT
Headline figures include 85mpg and sub-75g/km CO₂ emissions



headlight L new cars?

IAM
DRIVING ROAD SAFETY

The Institute of Advanced Motorists

AMENDING European regulations for daytime running lights (DRLs) would be simpler, says the IAM, as these are already compulsory and automatic on all new cars. The IAM's Peter Rodger told us: "These usually only light the car at the front, though, and drivers forget to switch to full headlights. So the DRL rules need to change to include the tail-lights."

"Amending DRL rules would be simpler"

AA

AA

AUTOMATIC headlights aren't necessarily all they're cracked up to be, the AA warns, as there are times when they won't work when needed. "In daylight fog, the law says dipped headlights need to be switched on," said a spokesman. "But while visibility is poor, ambient light may be high, so automatic headlights won't necessarily come on." Yet nearly one in four drivers relies entirely on auto lights, while the rest use common sense to override them when necessary.

"They're not all they are cracked up to be"

What the law currently says

THE Highway Code says drivers must use headlights at night – which counts as half an hour after sunset until half an hour before sunrise – except on a road which has lit street lighting, where sidelights can be used instead.

Daytime running lights, which have had to be fitted as standard on all new cars from February 2011, should only be used in the day, and in most cases will only light the car from the front.

Some manufacturers, such as Volvo, have extended the scope of their DRLs to include the tail-lights. But if you don't have a car set up like this, you should switch to sidelights or headlamps as usual at dusk or when visibility is poor.


**news
in brief**


Tucson gets a dose of attitude for SEMA

HYUNDAI will be heading to the 2015 SEMA aftermarket show in Las Vegas with a pumped-up Tucson (above).

Tuned by Rockstar Performance Garage, the Nissan Qashqai rival gets an extra 15cm added to the ride height to accommodate massive 32-inch tyres, and features fully adjustable off-road suspension, bright decals and an uprated sound system. We'll also see versions of the Genesis and Veloster at the show.

Massive increase in EV and hybrid sales

SALES of electric cars and plug-in hybrid vehicles have soared this year, after the announcement that the Government Plug-In Car Grant will be replaced by a new tiered system based on CO₂ emissions and electric range in 2016.

In the year to date, 20,992 plug-ins and EVs have been registered, with just over 14,000 of those being petrol or diesel-electric hybrids. That's a 226.5 per cent rise over last year, according to the Society of Motor Manufacturers and Traders.

Qoros takes wraps off new CX-3 rival

CHINESE brand Qoros has revealed its new 5 SUV at the Milan Expo in Italy, ahead of its official debut at China's Guangzhou Motor Show next month.

It sits above the Qoros 3 City SUV and will compete with the likes of the Mazda CX-5. Engine and performance details are yet to be seen, but Qoros says the debut in Europe's design capital shows the firm's style-led brand ethos. It's not clear yet if the 5 (below) will be sold here.


OFFICIAL

WACKY

Raft of tech on wild EMIRAI 3 xDAS includes wearable tech complete with gesture control



Crazy Mitsubishi looks to the future

THE Mitsubishi EMIRAI 3 xDAS is the latest in a line of wacky concepts destined for next week's Tokyo Motor Show, and it previews a variety of new driver-assistance systems. The concept has a raft of tech promising to "enhance the safety and comfort of driving".

The cabin has three LCD panels, while a head-up display relays vehicle information

back to the driver. Mitsubishi has also narrowed the screen widths and limited reflections with optical-design tech.

Wearable devices can sense the driver's movements, to help keep their eyes on the road. These let the driver use gesture control to adjust features such as volume and temperature, while giving a vibrating

alert to warn of issues with the car. The EMIRAI 3 xDAS can also sense which way the driver is facing, analyse the road ahead, identify junctions and provide visual support to aid visibility. What's more, it'll analyse the driver's behaviour and physical condition, and compare it to previous data. If it detects fatigue, it'll suggest rest stops.

GO 3NJOY THE NEW MG6



MG3 From £8,399

The new MG6 really is an MG to shout about. It is our best MG6 yet, at just a fraction of the price. Starting from just £13,995, the all-new MG6 comes equipped with incredible value, LED daytime running lights, 16" Alloys, easy air conditioning and one of the largest interiors in its class as standard. There has never been a better time to go large, so why not test drive the new MG6 today?

Or from £8,399, the MG3 has lots of exciting extras including distinctive LED daytime running lights and USB/AUX input. With over one million personalised combinations to discover, you really will get more MG for your money.

DRIVE THE MG6 NOW

Model shown is MG6 at £17,995. OTR prices from £13,995. 0% APR representative not available on entry-level MG6 model.



REPRESENTATIVE WITH DEPOSIT CONTRIBUTION* on selected models.



GET MORE MG FOR YOUR MONEY.

Go to your local dealer for more details and a test drive at mg.co.uk

NEW MG6 Fuel Consumption mpg (l/100km): Urban: 52.3 (5.4), Extra Urban: 68.8 (4.1), Combined: 61.4 (4.6) CO2 Emissions 119 g/km.
MG3 Fuel consumption mpg (l/100km): Urban: 37.7 (7.5), Extra Urban 57.6 (4.9), Combined: 48.7 (5.8), CO2 Emissions 136 g/km.

Models shown - NEW MG6 DTI-TECHTL in Passion Red at £17,995. MG3 3FORM SPORT in Stuck on Blue with White Trophy Stripe at £10,203. Metallic paint an optional extra at £395. On the road price of £8,399 applies to the MG3 3TIME with no optional extras. On the road price of £13,995 applies to the MG6 S. On the road (OTR) prices include VAT where applicable, vehicle first registration fee, delivery, number plates and 12 months' Vehicle Excise Duty. *'From' prices shown exclude optional metallic paint, accessories and graphics packages. Fuel consumption values shown are based on official EU test figures and are to be used as a guide for comparative purposes and may not be representative of actual driving results. *Conditional Sale. 0% APR representative available on selected New MG3 and New MG6 models until 31st December 2015. A minimum deposit of 50% of the cash OTR price applies. Finance by MG Financial Services, a trading style of GMAC UK plc, PO Box 6666, Cardiff CF15 7YT, subject to status, availability and terms and conditions. Applicants must be aged 18 or over at participating dealers. Please see your local dealer for details. Full details also available at www.mg.co.uk/offers



Outrageous 769bhp Ferrari is an homage to Tour de France endurance road race of the fifties and sixties

769bhp for ultimate Ferrari F12

■ Hardcore F12tdf can hit 211mph ■ Limited to only 799 examples



Richard Ingram
Richard_Ingram@dennis.co.uk
@rsp_ingram

AE FERRARI has revealed full details of a bonkers, hardcore edition of the F12. It's called the F12tdf – not the Speciale as first speculated – and is an homage to the Tour de France endurance road race that Ferrari dominated in the fifties and sixties.

We can't imagine many people thought the 'regular' 731bhp F12 was sluggish, but Maranello has upped the ante even further. The naturally aspirated 6.3-litre V12 has been uprated from 731bhp to 769bhp, with the 0-62mph time down from 3.1 seconds to a LaFerrari-matching 2.9. The top speed is claimed to be "in excess of 211mph", and maximum power is delivered at a mighty 8,500rpm with a 8,900rpm red line.

Yet the power figures are only half the story, as the F12tdf is an impressive 110kg lighter than the standard F12, thanks to a

radical body redesign and extensive use of carbon fibre. The dramatic slats, spoilers and vents all around the body help cooling and aerodynamics, with 230kg of downforce developed at 124mph. That's also thanks to an active diffuser, while the rear spoiler is now 60mm longer and 30mm higher, and the back screen is more steeply raked.

The gearbox has even been tweaked for faster shifts and shorter ratios, and the braking action should be brutal, with the one-piece calipers lifted from the £1million LaFerrari. A long list of tech includes a Virtual Short Wheelbase – essentially a clever rear-wheel-steering system.

Only 799 examples of the F12tdf will be built, but prices have yet to be announced. Considering the exclusivity and performance on offer, it could easily weigh in at close to £300,000.

P42: Ferrari 488 Spider driven

OFFICIAL



HARDCORE
Upated V12 has even more power than before and claims 2.9-second 0-62mph time



SPIED
Automedica

TT-RS is taking shape

THE hottest TT Audi has again been caught out in the open – and this spy shot is the most revealing yet.

This TT-RS mule has a new front bumper with large vents to cool the uprated brakes. There's also a mean black honeycomb grille – an RS trademark – while the camouflage suggests the TT-RS will get different side skirts. Under the skin, it's set to feature a 350bhp-plus version of the RS3's 2.5-litre five-cylinder turbo.

www.autoexpress.co.uk

Survey shows repair hot spots

IT'S not just the price of repairs that varies across the UK, as we revealed back in Issue 1,381, but what garages are asked to fix.

According to a survey of thousands of motorists by garage price comparison site *WhoCanFixMyCar.com*, drivers in Liverpool are most likely to use a garage rather than a mobile mechanic. They must also be keen on a fast getaway, as drivers there are 30 per cent more likely to need a new clutch than the national average.

In Leeds, drivers are 70 per cent more likely to require steering or suspension repairs, with motorists in Scotland 80 per cent more likely to need new brakes and exhausts.

While sat-nav repairs and security issues are most common in London, drivers in the north-east are twice as likely to need new tyres. Despite the inclement British weather,



air-con problems hinder drivers in Yorkshire and Humber the most. Alex Rose, from *WhoCanFixMyCar.com*, added: "Motorists in Wales and Yorkshire are either the most knowledgeable about their car or least likely to plead ignorance. They're less likely than the national average to use our 'not sure what's wrong' category when reporting a fault."

PROBLEMS
Figures show drivers in Leeds suffer most from steering and suspension problems

VW UPDATE: Sorry seems to be the hardest word for Volkswagen

- Recall letters sent out with no apology
- All models will be fixed by the end of 2016



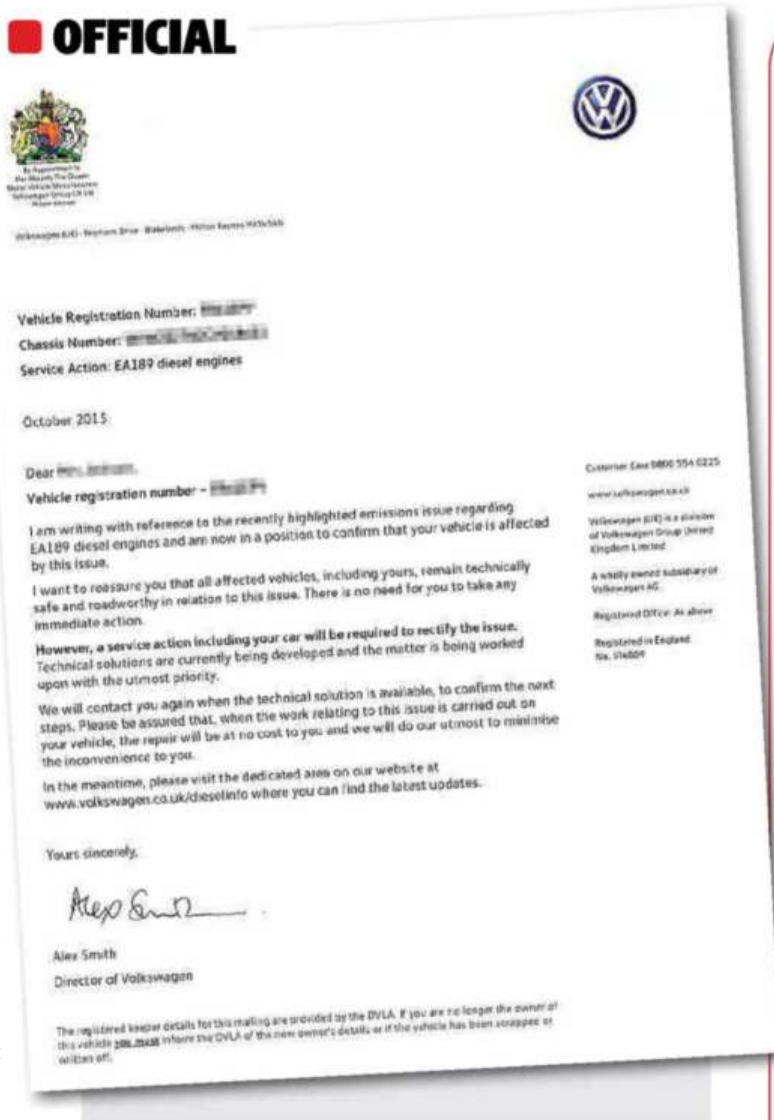
Joe Finnerty
Joe.Finnerty@dennis.co.uk
@AE_Consumer

AE OWNERS affected by the diesel emissions test scandal have received recall letters this week – yet have been left disappointed as they didn't include an apology from VW.

The news comes after VW Group UK managing director Paul Willis announced a three-stage plan for fixing 'cheating' models in front of the Transport Select Committee in the House of Commons. The plan aims to have a fix ready by the end of 2015, with all 60 affected models from the five affected makes recalled and repaired by the end of 2016.

Willis said the 1.2-litre and 2.0 diesel engines will require a software update, while models with a 1.6 diesel will also need new injectors. In Germany, the authorities have issued a mandatory recall for affected vehicles, but the UK Government is unlikely to follow suit, according to the DfT.

A spokesman said: "We are in constant talks with VW to make sure the company puts things right for the consumers involved." But VW owners affected by the scandal have been left unimpressed by the Group's stance. Julia Jackson, a 2011 Sharan owner from Chalfont St Giles, Bucks, said: "I'm disappointed there is no apology in the letter, in spite of the inconvenience this will cause."



Lack of apology on letter from VW confirming vehicles are affected has infuriated owners. Read Mike Rutherford's thoughts on Page 98

New tech could 'slash emissions'



ASDS is in use on Copenhagen buses to reduce NOx

EU lawmakers shouldn't buckle to manufacturer demands and ease Euro 6 emissions targets, according to a firm that makes clean engine tech.

We exclusively revealed in Issue 1,391 how the European Automobile Manufacturers' Association (ACEA) had asked for more leniency on nitrogen oxide emissions from 2020 at a secret meeting. Yet Danish company Amminex contacted Auto Express and said softening rules would be a mistake, as the tech is already on the market to cut emissions.

Its engineers have been working on the Ammonia Storage and Delivery System (ASDS) for a decade, and tests show it can slash nitrogen oxides by more than 95 per cent using ammonia cartridges. It claims it's better than AdBlue, as it works in urban environments where emissions are higher. And it's just been retrofitted to Copenhagen's buses.

Annika Isaksson, Amminex CEO (above), told us: "The emissions tech is here. It has been proven to work in real-world conditions. And it doesn't lead to higher fuel consumption or CO₂ footprint. Today's vehicle emissions legislation is not reflective of city driving. With the current proposal, the major cities will not see the improvements in air quality agreed by the EU in 2007 until beyond 2030, according to [campaign group] Transport & Environment."

Scandal will lead to radical range rethink

VW is set to radically rethink its range of cars as a result of the emissions scandal. Among the major changes will be "streamlined processes" to cut costs, and the development of modular electric car platforms.

Dr Herbert Diess, the CEO of Volkswagen Passenger Cars, announced major alterations to future product plans that centre around a "reorientation of the diesel strategy". Alongside this, we'll see a new MEB Modular Toolkit, allowing electric and plug-in hybrid powertrains to be brought in across the range.

The Phaeton – hinted at by the C Coupé GTE Concept – was widely tipped to be axed in VW's drastic cost-saving programme, but will be granted a reprieve and return as a Tesla rival. Diess claims the next model will be an electric saloon with "long-distance capability,

connectivity and next-generation assistance systems". It'll inspire a range of PHEVs, high-volume EVs and mild hybrids. The strategy changes also reveal €1bn-a-year investment cuts, with the core range taking priority.



C Coupé GTE Concept hints at next-generation Phaeton

VW Group cheat could extend to 2016 diesels

VW has revealed to US authorities that current 2016 model year diesel cars are fitted with software that could help produce lower emissions during tests.

It was previously thought to be limited to cars built between 2009 and 2015, but it's possible current VW Group cars could have a new cheating device.

The revelations centre around the 'auxiliary emissions control device' fitted to new VW diesels – different to the 'defeat device'. US authorities are looking at whether the device is installed to cheat on emissions tests, with VW submitting extra info.



RENAULT
Passion for life

Renault CLIO

Go out and play



Air conditioning
16" alloy wheels

5.9% APR
representative

£159 | **£159**
customer deposit | per month

Book your test drive at renault.co.uk

Renault Clio Play 1.2 16V 75 representative example

48 Monthly Payments Of	Customer Deposit	Cash Price	Dealer Deposit Contribution	Total Amount Of Credit	Finance Facility Fee	Optional Final Payment	Option to Purchase Fee	Total Amount Payable	Duration	Fixed Interest Rate P.A.	5.9% APR Representative
£159	£159	£12,675	£2,096	£10,420	£99	£4,296	£149	£14,431	49 Months	5.07%	

The official fuel consumption figures in mpg (l/100km) for the Renault Clio Play 1.2 16V 75 are: Urban 39.2 (7.2); Extra Urban 60.1 (4.7); Combined 51.4 (5.5). The official CO₂ emissions are 127g/km. EU Directive and Regulation 692/2008 test environment figures. Fuel consumption and CO₂ may vary according to driving styles, road conditions and other factors.

Finance provided by Renault Finance, PO Box 149, Watford, WD17 1FJ. Subject to status and availability. Indemnities may be required. UK resident (exc. Channel Islands). Over 18s. Terms and Conditions apply. Participating dealers only. Offer based on 6000 miles per annum. Excess mileage of 8p per mile inc. VAT. Offers cannot be used with other schemes or finance offers and are available on featured new vehicle when ordered by 31 December 2015. Clio shown has optional Flame Red Renault i.d metallic paint available at an additional £595.

■ **We drive extreme GT3 racer at challenging Jerez circuit in Spain**
■ **Twin-turbo V6 engine delivers 0-62mph in only 2.5 seconds**



Steve Sutcliffe
mail@autoexpress.co.uk

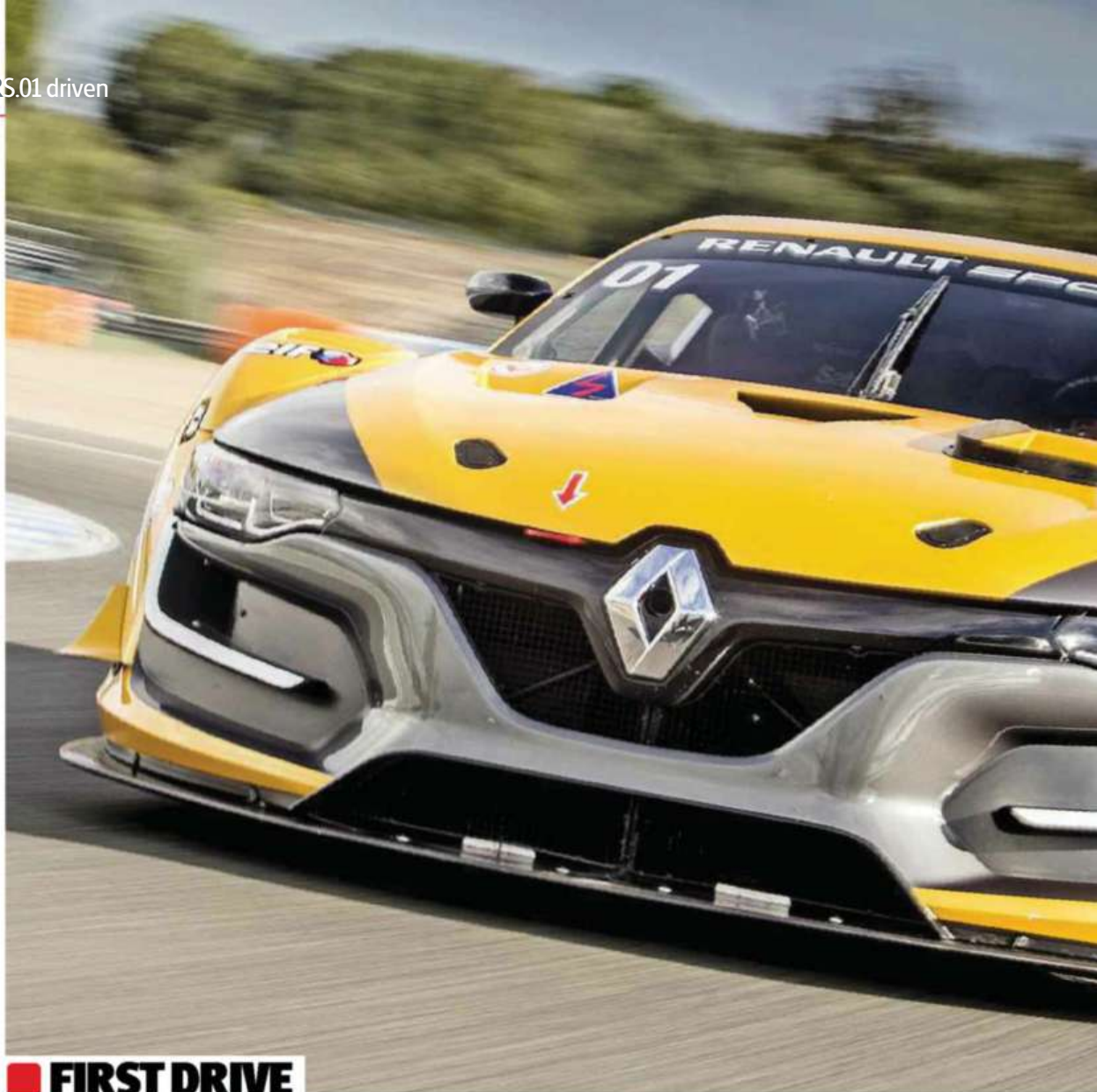
AE RENAULTSPORT has a rich history of producing wild and wonderful one-make racing cars. From the GTA Turbos of the eighties to the Sport Spiders and rear-engined Clio V6s that followed, the brand's machines have always tended to be, well, just a little unhinged.

This new mid-engined, 550bhp, 190mph RS.01 is no exception. Indeed, it may even be the maddest model yet to emerge out of the eccentric Renaultsport stables. At the same time, though, the RS.01 also happens to be a drop-dead gorgeous machine to look at, and beneath its stunning carbon fibre bodywork it is, in fact, a very serious racing car.

As with the bodywork that clothes it, the core of the RS.01 is made from carbon fibre. It features a bespoke mono-cell tub with double unequal-length wishbones at each corner, just like a proper Le Mans car. The engine is a twin-turbo V6 with 550bhp. It's been lifted straight out of a Nissan GT-R road model, but has been fitted with a dry sump to improve lubrication and general efficiency when operating at high revs.

The seven-speed, fully automated, paddleshift gearbox is also a bespoke item, built for the RS.01 by Sadev. It's a highly sophisticated set-up, featuring no manual clutch as such, which means you just flick the paddles up or down and the electronics take care of the rest. When you come to a complete stop, the anti-stall system takes over and the box selects neutral all by itself.

You expect a car that weighs little more than a tonne and has 550bhp allied to fairly short gearing to be very rapid in a straight line, and the RS.01 is certainly that – as we discovered at Spain's Jerez circuit. There's a



FIRST DRIVE

On track in Renault

Sensational 550bhp, 190mph GT3 racer may be the most extreme Renault ever



Carbon fibre panels clothe mono-cell tub. At each corner are Le Mans-style double unequal-length wishbones



EXTREME

Our man needs a hand to get in and out of race-inspired, mid-engined RS.01, before savouring astounding pace on Jerez track



**ON TRACK**

Grip generated through high-speed corners is incredible, while the stripped-out racing interior is a feast of carbon fibre

Essentials**Renaultsport RS.01**

Price: £210,000 (est) for car and season

Engine: 3.8-litre twin-turbo V6 petrol

Power/torque: 550bhp/630Nm

Transmission: Seven-speed automated sequential, rwd

0-62mph: 2.5 seconds

Top speed: 190mph

ON SALE N/A



CONTROLS RS.01 features a Formula One-like steering wheel to match its racing intentions. Trio of switches allow the driver to tweak the car to their tastes during the course of a race



tsport RS.01

ver produced – and we've driven it

very slight hint of lag at medium revs but, essentially, you put your foot down and it goes hard – very hard. That's until the 'Christmas tree' lights appear on the top of the steering wheel to indicate that a higher gear is needed. Bang, you're into the next ratio, and it happens all over again.

What you might not expect from a car such as this is for the steering to be so incredibly light (thanks to its variable power assistance), or for the gearchange to be so very easy to operate, or for the brakes to be so immensely powerful. Actually, you always expect the brakes to be superb when there are four huge carbon-composite rotors at each corner, but never this muscular or this easy to

use. It's thanks to the fact that they're equipped with a brilliant five-stage anti-lock system.

As fast as it feels in a straight line, and however well it stops or changes gear, it's the grip the RS.01 generates through the high-speed corners at Jerez that shreds the mind. It takes a fair bit of getting used to, but once your confidence begins to build, the more glued the RS.01 becomes. Renaultsport claims the car has more grip in fast corners than the World Series single-seaters, and on this evidence we don't doubt it.

Quite what the RS.01 would do to a field of GT3 racing cars is hard to imagine – although there are ways to make it slower so that it doesn't simply blitz the opposition, otherwise it won't be invited to compete in GT3 championships in the first place. But in the meantime, be in no doubt; the magicians at Renaultsport have done it again. In fact, they've surpassed themselves this time – and then some.

"The grip the RS.01 generates through the high-speed corners at Jerez shreds the mind"

STYLING Apart from its mad, low-slung body, RS.01's front end shares similar styling to Renault's new range of models, including Talisman saloon and estate, and new Mégane hatch

**Auto Express Verdict**

At the moment, the 550bhp 3.8-litre V6 RS.01 is simply an in-house folly for Renaultsport – a one-make racing car that just so happens to be utterly sensational to drive. But with a 0-62mph time of 2.5 seconds and a top speed of 190mph, in time it may yet redefine what's possible from a GT3 racing car. Whatever its future, though, the RS.01 looks, and indeed is, one of the most exciting cars we've driven all year.

**Video watch**

WE'VE gone drag race crazy at autoexpress.co.uk/videos this week, with two incredibly different track head-to-heads.

Eighties Fiesta XR2 vs today's Fiesta ST

AS our Issue 1,392 feature revealed, we've been putting high-performance legends head-to-head with today's equivalents in our drag race series, and this week Ford's eighties Fiesta XR2 takes on the current Fiesta ST.

Both have 1.6-litre engines, but a turbo gives the new car loads more power. And our video shows just what difference three decades of progress made to the hot Fiesta's performance.

New L200 meets its pick-up rivals

MITSUBISHI says its new L200 has the biggest load hauling ability, the tightest turning circle, the lowest emissions and fastest acceleration of any pick-up on sale. We tested the final claim by racing our Pick-up of the Year against the VW Amarok and the Toyota Hilux – on and off road...

You can watch any of our videos on your phone. Simply scan this QR code.





Reader Steve Allan
got fed-up waiting
for his Civic Type R



Customer cancels Type R after unexplained delay

■ **CASE STUDY** Honda unable to provide a delivery date to customer due to mystery parts shortage

AE Julie Sinclair

WHEN there's a problem with your car, the best thing a manufacturer can do is be up front about the issue – at least you'll know where you stand, even if it's bad news.

Sadly, that doesn't appear to have been Honda's stance recently. The company's taken months to own up to a parts delay that affects Civic owners, and which has already forced one customer to cancel his order on a new Type R.

When Steve Allan of Sandbach, Cheshire, put a deposit down on a brand new Civic Type R at the beginning of June, he was expecting delivery early the following month. Instead, dealer Holdcroft Honda Crewe repeatedly bumped the delivery date back – with no explanation why.

Steve told us: "The date moved five times, and Honda even built the wrong car at one point. But each time it was me who had to chase the dealer to see what was going on."

Worse still, he'd incurred a £2,000 early termination charge cancelling an existing hire contract on a Civic, which it was then too late to reverse by the time he discovered his car was not going to be delivered on the agreed date.

Steve complained to Honda, but was staggered to learn it could now not give him any delivery date at all. "I'd had enough by

SECOND CHOICE
Steve chose to buy a Z4 instead – and is delighted with his car



"Civic Type R's delivery date was repeatedly bumped back – with no explanation why"

then," he said. "I wasn't going to wait any longer, so I told the dealer I wanted to cancel my order and get my deposit back."

When we called Honda to complain, too, its spokeswoman admitted: "We're currently experiencing a parts delay on a number of Civic Type Rs, which we're working incredibly

hard to rectify. However, at this stage we're unable to specify an exact delivery date."

We asked why Steve hadn't been told this from the outset, and she added: "Mr Allan should have been told there was a delay in manufacturing, and we apologise if this was not made clear." She refused to reveal which parts were affected, however, or the number of customers involved – but said courtesy cars would be offered in the meantime.

Steve decided to cancel his order and was refunded his deposit. But he told Auto Express: "I've decided to buy a car that I can actually see this time." He's now the happy owner of a second-hand BMW Z4.



Joe Finnerty

10-minute grace periods for car parks are a clear victory for common-sense

AE PARKING is the bane of many motorists' lives. If you counted up the hours spent hunting for a spare space you could probably live another lifetime. Trouble is, the pain doesn't stop when you find a gap, as you'll have to take out a second mortgage to stay for any length of time, especially in cities or at specific venues.

And the saga goes on because if even if you're parked, you still might be left to rue your decision. Arrive back just a couple of minutes late due to unforeseen circumstances, and you could be slapped with a ticket from an overzealous warden.

There's good news, though. The British Parking Association (BPA) has reviewed its guidelines so car parks give users a 10-minute grace period at the end of their time. Previously, it was termed as a "reasonable time" but now it's been formalised so everyone knows where they stand.

The grace period for council car parks has already been introduced, and private lots will get the same treatment. The BPA has made the changes after investigations into parking officers who had been altering pictures to fine motorists for overstaying their paid hours.

Like any new guidelines, laws or rules it's all about enforcement, though. Grace periods are welcome, but traffic officers must abide by them – and if there's an appeal, ensure the consumer is let off if their ticket is within the 10-minute window.

And it's also up to motorists not to take liberties. Just because you've got 10 minutes, don't push that to 15. Otherwise we'll be no better off, spots will still be taken up and parking will remain a constant headache.

Joe_Finnerty@dennis.co.uk
@AE_Consumer

"Changes were made after parking officers altered pictures in order to fine motorists"



Oil cell tech set to shake up servicing

■ **Printer cartridge-style system will cut change time to 90 seconds**

Joe Finnerty

OIL changes could take only 90 seconds in future, using the latest cell technology developed by Castrol. The Nexcel system means instead of a long and messy 20-minute draining period, garages can simply switch out the oil cell for another – just like changing a printer cartridge. The filter is included in the set-up, too.

The technology will first appear on the track-only Aston Martin Vulcan, but it could feature on all models from luxury saloons to small city cars from 2020, according to developers. It's already been tested in a Ford Focus, and it's flexible so it can be made into different sizes for a variety of engine bays.

Castrol says Nexcel will lead to CO₂ emissions reductions, as a microchip in the cell tells the engine what oil is needed for specific jobs, leading to quicker warm-up times.

With the change time slashed to 90 seconds, maintenance is set to be quicker, easier and cleaner. Mobile servicing could become more common in future, too, given the DIY nature of the job. And the cell's efficient, as oil from spent units can be re-refined and used again.

Oliver Taylor, Nexcel chief engineer, said: "It's much cleaner and safer. We're working with most makers, and within five years we'll see the first allocations. It'll be 2025 for mainstream makers."



LEGAL EXPERT

Joanne Lezemore

Solicitor
www.consumer-genie.co.uk

■ **MORE cars than ever are bought on Personal Contract Purchase (PCP) finance deals. They're worked out on how much the car will be worth at the end of your contract, typically of three or four years.**

PCPs are popular due to their low initial deposit and monthly repayments, flexibility and a final optional payment should you decide to keep the car.

However, the actual legal ownership is retained by the finance company, and it provides you with the car until you come to the end of the contract period. Then, you have two options. You can buy the car for the price you agreed with the finance firm at the start of your contract (referred to as a Guaranteed Future Value or a GFV). Or, if you think the car is worth less than the pre-agreed price, you can return it to the finance company and walk away.

PCP is often confused with Personal Contract Hire (PCH). This is similar, but you have no option of buying the car at a GFV at the end of the contract. Instead, you're effectively 'hiring' the car for a set period of time, and typically the monthly sum that you pay will also include maintenance and services costs.

It's extremely important that you know exactly what your contract is before signing on the dotted line.



Inbox What do you think?

Contact **Martin Saarinen**

mail@autoexpress.co.uk @AutoExpress

Write to: Watchdog/Letters, Auto Express, Dennis Publishing, 30 Cleveland Street, London W1T 4JD

HOT TOPIC Dirty diesels scandal

FROM: TDIPower IT'S instances such as the VW emissions scandal that prove electricity is the way ahead. As a Nissan Leaf owner who does over 13,000 miles a year, I can say there isn't anything impractical or deceitful about electricity. Can't say the same about diesel.

FROM: Fadyady THIS situation has arisen only because manufacturers are over-committing on diesels. To keep up with increasing diesel sales, the regulations had to be tightened – but as is obvious, there's no point in tightening the regulations if the tech can't keep up.



TESTING TIME

Scepticism over emissions testing has caused many readers to question diesel's merits

Join the debate at www.autoexpress.co.uk

■ "Let's just get diesel cars off the road. Clearly the regulations surrounding them are hollow and in need of correction." **James**

■ "I'll still buy diesels; they are great to run, cheap and economical. I don't care what the environmentalists say." **Tancred**

■ "I own a diesel, but I'll probably return to a petrol car next time round. Not sure what the future for diesel holds." **Simon**

Don't write off all of MG's dealer network

FROM: Stephen Fussell I TOO had troubles with my MG (Issue 1,392), but my experience was completely different. Within days my dealer called me to assure me the parts were on their way and would be fitted to my MG6 free of charge. I was delighted with the outcome.

Are cars to blame for reduced steel demand?

FROM: John McCauley I CAN'T help but think the automotive industry has a part to play in the steelworks closures in Redcar, North Yorkshire. As car construction makes more use of aluminium and carbon fibre, naturally it'll use less steel – and this has a knock-on effect on demand.

Number plates are a weak link in security

FROM: Mitchell Campion THE weakest link in car security is the number plate. With tax discs and MoT documents, vehicle identity could be checked by more methods in the past. With these gone, the authorities rely extensively on Automatic Number Plate Recognition – which has no means of detecting plate cloning or theft.

Fantastic service from my local Ford garage

FROM: Neville Withers IT'S not often I offer public praise, but I couldn't believe the level of service I received from Trust Ford in Alperston, Wembley, London. I took my 2012 Focus to have the DAB fixed. Not only did the dealer fix it free of charge – it wasn't broken but just needed to be adjusted – but staff washed the car, too.

Useful Contacts



THE following provide help with motoring problems. Some services are free, others charge a fee or operate on premium-rate lines (p), while some offer advice for members only (m).

Legal
AA: 0906 010 1300 (p)
RAC: 0870 5533 533 (m)
Which?: 01992 822 800
Consumer Direct: 0845 404 0506
Local Trading Standards
Local Citizens Advice Bureau

Used car inspections
AA: 0800 085 3007
RAC: 0800 085 2529
Technical advice
AA: 0870 606 1619 (m)
Driving licences
DVLA: 0300 790 6801

Car registration/history
HPI: 01722 422422
AA: 0800 316 3564
DVLA: 0300 790 6802
RAC: 0800 975 5867
Traffic information
AA: 09003 401100 (p)
RAC: 09003 444999 (p)

Problems with dealers
Motor Codes: 0800 692 0825
Consumer Ombudsman: www.consumer-ombudsman.org
RMIF: 0845 839 9205 (m)
Scottish Motor Trade Association: 0131 331 5510

Problems with makers
Motor Codes: 0800 692 0825
Financial problems
Financial Ombudsman: 0800 023 4567
Safety concerns/recalls
DVSA: 0300 123 9000



Nathan Morgan



DeLorean DMC-12

Price: £30,000-plus

Engine: 2.85-litre
Renault V6

Power: 150bhp

Transmission: Auto,
rear-wheel drive

0-60mph: 8.0 secs (est)

Economy: 20mpg



Joe Finnerty

Joe_Finnerty@dennis.co.uk

@AE_Consumer

AE “WHERE we’re going, we don’t need roads.”

Those were Doc Brown’s famous words as he took off in his iconic time-travelling DeLorean at the end of the 1985 classic movie *Back to the Future*.

As the wheels retracted into the body and the silver car flew off into the distance, viewers were left hanging as to what the future would bring.

Well, welcome to the future – as we’ve reached the date Doc Brown (Christopher Lloyd), Marty McFly (Michael J Fox) and girlfriend Jennifer Parker (Claudia Wells) arrive on at the start of the sequel.

Today, Wednesday 21 October 2015. You’re forgiven for asking where your self-lacing trainers are or why we’re not all cruising around on hoverboards. And it’s fair to say the Doc’s prophecy about us not needing roads hasn’t quite come true, either.

It turns out 2015 isn’t quite as futuristic as creators Robert Zemeckis and Bob Gale envisaged when they produced and directed the films.

Still it’s not all bad. Without roads we wouldn’t be able to take the DeLorean for a spin and live out a childhood dream to become Marty McFly for the day.

Fewer than 300 DeLorean DMC-12s survive in the UK and not all of them are fit to drive, but Auto Express tracked down a perfect example owned by DeLorean Owners’ Club historian Chris Parnham.

Chris has owned 16 DeLoreans in his time and restored four of them. His current model is one of just a handful of official right-hand-drive cars in existence.

From the exterior, though, it’s classic *Back to the Future* – aside from the nuclear fusion waste food processor strapped to the back.

“If you’re going to build a time machine, why not do it with some style?” said Doc Brown in the film, and it’s hard to argue with his choice. From the gullwing doors to the stainless steel finish, the DeLorean looks like no other car. And it’s testament to the design that even now it feels futuristic – 30 years since it first hit the road.

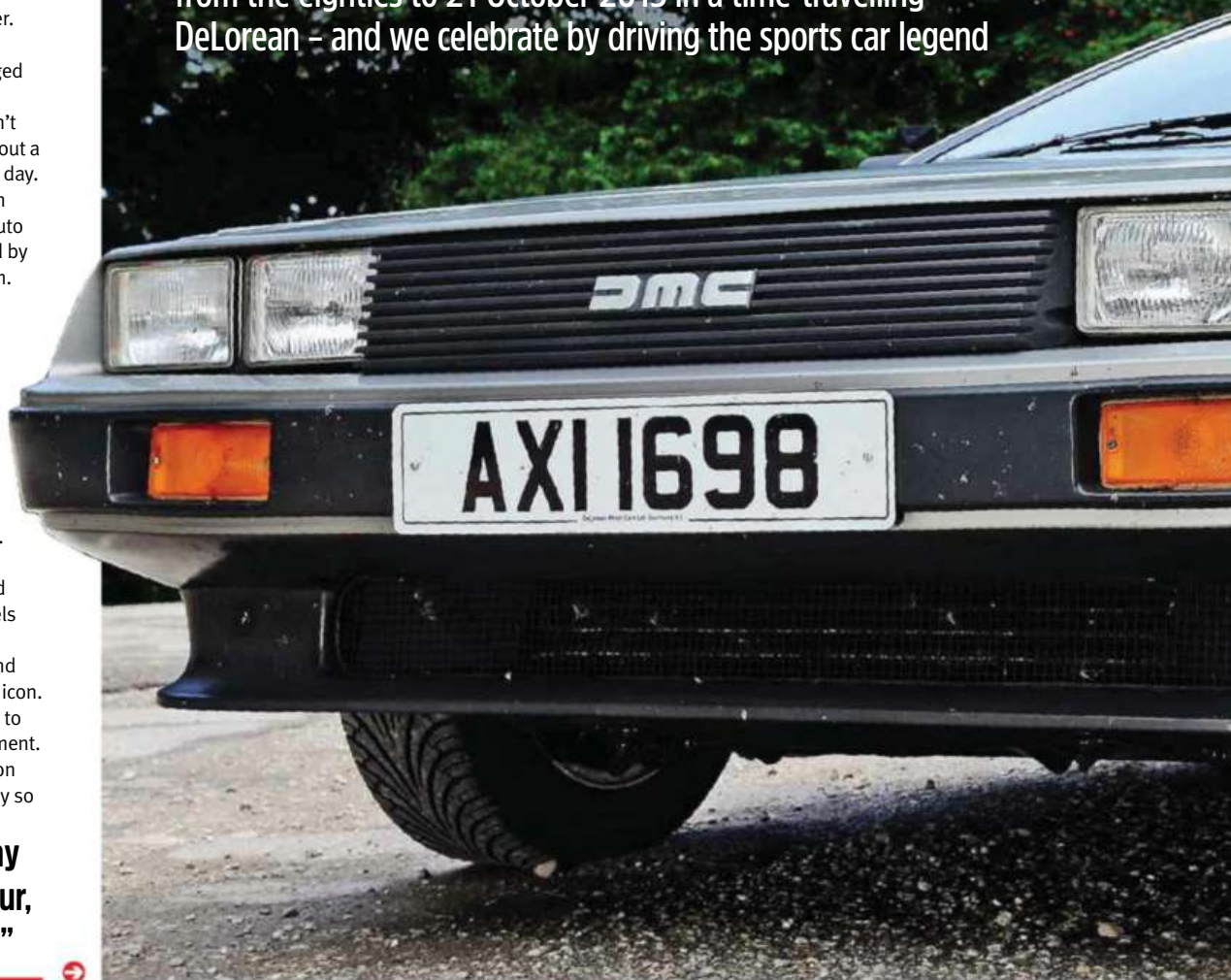
Owner Chris, from Allestree, Derby, agrees and told us it’s the best thing about owning such an icon. “I love them and I love other people’s reactions to them,” he said. “I’ve never had a negative comment.

“I like to drive it on roads – the expressions on people’s faces are priceless. You don’t see many so

“The DeLorean Motor Company story is filled with glitz, glamour, intrigue and ultimate disaster”

BACK TO THE PRESENT

Classic *Back to the Future* movie took its lead characters from the eighties to 21 October 2015 in a time-travelling DeLorean – and we celebrate by driving the sports car legend





Infiniti Q50

INNOVATION THAT EMPOWERS

Our optional Direct Adaptive Steering system lets you tailor steering to any driving condition, putting the power back in your hands.



infiniti.co.uk

From **£271.77** + VAT per month*

Model shown: Infiniti Q50 Sport 2.2d 6MT with optional metallic paint at OTR price £34,380 (or £312.88 + VAT per month, advance payment £1,250 + VAT).
*For Business users only, on available stock of vehicles. From £271.77 + VAT per month. Advance payment of £1,250 + VAT required. You will not own the vehicle at the end of the contract. All payments subject to VAT: example based on 36-month contract, 6,000 miles per annum for the model selected. Rentals shown are for a non-maintenance Contract Hire. Excess mileage and unfair wear and tear charges may apply. Orders/credit approvals on selected models between October 1st and December 31st, registered by March 31st 2016. Subject to availability, offers cannot be used in conjunction with any other offer. Credit provided subject to status and in UK only (excluding the Channel Islands and Isle of Man). Individuals must be 18 or over and indemnities may be required. Contract hire finance to be provided by Infiniti Financial Services Limited, PO Box 149, Watford WD17 1FJ. Offer may be withdrawn at any time. Specification and prices correct at time of publication and do not take account of any variation of government taxes or charges arising after date of publication (October 2015) and are subject to change without notice. Terms and Conditions apply.

Official fuel economy figures for the Infiniti Q50 range in mpg (l/100 km): urban 29.4 to 51.4 (5.5 to 9.6), extra urban 53.3 to 76.3 (3.7 to 5.3), combined 41.5 to 65.7 (4.3 to 6.8). CO₂ emission: 114 to 159 g/km. Official EU Test Figures. For comparison purposes only. Real world figures may differ.



“Exterior is still modern, but steering is heavy and the brakes questionable”



FLUX CAPACITOR
Movie car set apart by the addition of nuclear device that allowed time travel

when people do see one they're very interested. People don't pull out on you, either; they want to see what it is!"

We experience this ourselves when recreating the official Back to the Future film poster for our main picture. We're in a secluded park, but everyone passing by, from children to adults, wants to know more. Chris is happy to oblige and show them round the DeLorean.

He added: "It turns heads because people say they have never seen one on the road and they've got so much history. You couldn't invent a story like it."

What of that story? The DeLorean Motor Company tale is filled with glitz, glamour, intrigue and ultimate disaster. It starts in Northern Ireland where a factory was set up in 1978 after a £100million Government grant – it brought together 3,000 people from the troubled north and south of Ireland to work in harmony.

Over the next four years, around 9,000 DeLorean DMC-12s were made and most exported across the Atlantic. Yet the fairytale soon started to unravel, and by late 1982, the company went bankrupt – just before right-hand-drive cars were due to be created for the UK.

A deal had been in place to save the company, but founder John DeLorean torpedoed the package when he was arrested on drug trafficking charges. Even though he was later found not guilty, it was too late.

Despite such a short production run, the car's lived on through the Back to the Future series. "Young people don't know about the problems, they know about the films," Chris explained. "The average age of our club is 28 years old because of Back to the Future."

We were keen to drive the DeLorean, too, so we powered up the flux capacitor and climbed aboard in our Nike trainers, double denim and red "life preserver".

While the exterior is still fairly modern, the same isn't true of the mechanicals. The steering is heavy and the brakes questionable – but that's the charm of a classic. The rear-mounted V6 sounds great even at low revs, and those huge gullwing doors make getting out an event.

Like any classic, DeLoreans need looking after, and with so many owners getting involved due to the film, Chris says it needs older enthusiasts like himself to offer advice. "The engines are very robust," he added. "The only way to ruin one of these is to let it overheat."

"You can get brake pads from Halfords. They don't cost a fortune to maintain and everything is available."

Sadly, we only got to spend a day with the DeLorean, and as we circled churches hunting for a lightning storm to generate the necessary 1.21 gigawatts to go back in time, Doc Brown's words suddenly hit us: "If my calculations are correct, when this baby hits 88 miles per hour you're gonna see some serious..."



On the road, the V6 sounds great, and while the interior shows its age, the detailing will appeal to all film fans

New book honours the team behind the DeLorean legend

A NEW book tells the story of how the DMC-12 was built. DeLorean: Celebrating the Impossible has taken authors Chris Parnham and Andrew Withers 15 years to research, and contains an impressive array of pictures.

Chris said: "It's not about the scandal; it's about the engineers and designers who built the car. They've never been documented."

For a chance to win a signed copy of the DeLorean book, visit autoexpress.co.uk/futurecomp.



What else were we promised?

IN Back to the Future Part II, we got a glimpse of what 2015 would be like. So how much of it has come true?

HOVERBOARD Lead character Marty McFly was a hit on a skateboard in the original, and for Part II he moved on to a hoverboard (above). Nothing like this is on sale yet, but Lexus has been trialling similar technology.

SELF-LACING SHOES Marty also had shoes that tied themselves in the movie version of 2015. Sadly, we're not quite there yet, although Nike announced it was making a special-edition set of replica trainers.

FLYING CARS When Marty and Doc Brown arrive in 2015, they have to duck out of the way of flying cars. These are still some way away, but with autonomous cars on trial in the UK, it's a step in the right direction.

PETROL STATION ROBOTS We might not have robots that fill up our cars, but Shell's new Fill Up and Go app means you can stay in your car to pay for fuel, while wireless electric car charging is as robotic as we get.

HOVERCAM Back to the Future got this one right. Drone technology is a growing market, and you can buy a drone that links to a wristband and will follow you around. One out of five isn't bad.



Richard Ingram

Richard_Ingram@dennis.co.uk
@rsp_ingram

AE WE'VE driven the new Audi A4 extensively over the past few weeks, both in the UK and on the Continent. We've tried petrols, diesels, manuals and autos, but until now, only the four-door saloon.

For the first time since its launch in 1994, A4 Avant customers will get their cars at the same time as buyers of the booted version. The estate will command a premium of £1,400 across the range, and boast all the same engines, gearboxes and drivetrains. What's more, with the saloon market stagnant in the UK, Audi reckons 45 per cent of buyers will opt for the Avant this time around; previously it was 35 per cent.

It's easy to see why. The Avant is a more considered shape, with clean, crisp lines, a sloping roof and continuous creases that run to the rear. It gets the same sharp front end, LED daytime running lights and grille, as well as an identically exquisite interior. Forget what anyone says about the Mercedes C-Class, for now this new A4 is the compact executive car interior benchmark – especially with the optional Virtual Cockpit from the TT.

In the back, there's loads of headroom, and providing you're not behind Usain Bolt, you'll be fine for kneeroom, too. There's a fairly hefty transmission tunnel, but like any front-drive car designed to be adapted to four-wheel drive, this is almost unavoidable.

The Avant's boot is on a par with the class best – matching the C-Class for volume (1,510 litres) with its 40:20:40 split seats folded flat, and surpassing it (505 litres vs 490 litres) with them in place. All cars come with an electric tailgate, as well as an electric load cover that retracts when you raise the boot. There are handy tie-down points and luggage nets on either side, while the one-metre-wide opening and low load lip make it perfect for sliding bulky items in the back.

Like the saloon, three specifications will be available from launch – SE, Sport and S line. While we tried the mid-range Sport, the car you see here is the flagship



Audi A4 Avant

FIRST DRIVE Saloon has impressed. Now we try estate that's more than a



Brilliant gearbox helps it shine in corners; optional alloys do little to harm the ride

36 LEXUS GS F
Supersaloon muscles in with old-school 470bhp V8, and we hit the road.

38 NISSAN LEAF
New 30kWh battery claims to boost electric car's range by 31 miles.

40 XC90 HYBRID
Volvo fits 402bhp T8 Twin Engine plug-in drivetrain to our Car of the Year.

42 488 SPIDER
We get behind the wheel as Ferrari lifts the lid on new 660bhp convertible.



Essentials

Audi A4 Avant 2.0 TDI 150 Sport

Price:	£31,500
Engine:	2.0-litre 4cyl diesel
Power/torque:	148bhp/320Nm
Transmission:	Six-speed manual, front-wheel drive
0-62mph:	9.2 seconds
Top speed:	130mph
Economy:	70.6mpg
CO₂:	104g/km

ON SALE Now



PRACTICALITY An electric tailgate is standard, as is the automatic load cover, which retracts when the boot opens



SPECIFICATION We tried mid-range Sport, but top-spec S line gets racy details like trim on sills, plus even bigger wheels



TT's optional Virtual Cockpit impresses; rear space is good, despite transmission tunnel

Performance

0-62mph/top speed
9.2 seconds/130mph



Running costs

70.6mpg (official)
£44 fill-up



match for premium rivals

S line quattro. However, even the basic cars get 17-inch alloys, xenon headlamps, a seven-inch infotainment screen, three-zone climate control and keyless go.

Audi will tell you that all cars come with sat-nav, but SE owners need to link up their phones and use pre-installed maps through Apple CarPlay or Android Auto. Sport and S line cars get Audi's own MMI Nav built in.

Buyers have a choice of three petrols and four diesels. We'd already tried the TDI 190 in the saloon, but the most interesting – and the one we try here – is the entry-level Ultra 150, with 148bhp and a manual gearbox.

Push the starter button and the engine ticks into life with little more than a murmur. The Avant stays quiet around town, where the light steering and good visibility make tight streets easy to navigate. Acceleration is fine, but you'll be left trailing in the wake

of BMW's 320d ED Plus. The A4 Ultra will sprint from 0-62mph in 9.2 seconds, while the BMW slices that to just 8.2 seconds. The tall gearing makes the Audi feel sluggish on the motorway, too, and burying the throttle in sixth gear makes little difference.

But on the twisting roads above Marseille, we found the TDI 150 came into its own. It gets the same satisfying steering and compliant ride as the saloon, while keeping the car in third or fourth gear results in a slug of torque right through the rev band.

It feels more responsive lower down the gears, with 320Nm available from 1,500rpm. The manual gearbox is a joy, too. The shift

is smooth and precise, with a reassuring feel from gear-to-gear. A seven-speed dual-clutch is also available, managing the same CO₂ and fuel economy.

In fact, this TDI 150 is the most economical A4 Avant you can buy – or at least it is in the UK. European buyers will be able to spec their Ultra with 16-inch wheels, reducing CO₂ emissions to 99g/km. That isn't an option here, but Brit-registered cars will emit a respectable 104g/km and return 70.6mpg. And while fleet drivers will jump up a tax band due to the increased emissions, the A4 is still competitive. It's cheaper to tax than the 320d ED and Mercedes C 200d.

"Forget what anyone says about Mercedes' C-Class – this new A4 sets the class benchmark for interiors"

Verdict

THERE'S no denying the new Audi A4 Avant is right up there with the best cars in this class – it's stylish, spacious and good to drive. There are some quirky features on the kit list, but sat-nav really ought to be standard at this price point. Still, while the TDI 190 is more responsive and almost as frugal, this lesser-powered TDI 150 is good to drive and brisk through its lower gears. The accomplished seven-speed auto is worth considering, but in all honesty, this manual is hard to fault.





DS 4 Crossback

FIRST DRIVE Rugged makeover and plenty of kit give hatchback increased appeal



Jonathan Burn
Jonathan_Burn@dennis.co.uk
@jonathan_burn

AE THE DS 4 has always been a rather difficult car to pigeonhole. Part-hatch and part-coupé – and no better at being one than the other – it has been an unconventional alternative to the likes of the Audi A3 and BMW 1 Series.

But now, DS has given the DS 4 a bit of crossover appeal, introducing this new version – the Crossback. As with the standard car, the Crossback is also part-hatchback and part-coupé, but puts a greater emphasis on being a crossover – leaving the standard DS 4 to get on with just being a proper hatch. Think Mercedes GLA, Volvo V40 Cross Country and the forthcoming Infiniti QX30 as its main rivals and you'd be on the right lines.

As you'd expect given its new focus, it's been given a faux-SUV makeover and is now kitted out with darkened front and rear bumpers, roof bars, an

extra 30mm of ride height, wheelarch mouldings and a roof-mounted spoiler.

All of the changes to the Crossback will cost you an additional £1,000 over the standard model, but despite the looks you'll fare no better at getting up a snowy side street, as the alterations are purely cosmetic – there's no extra ability to go with the rugged image. Nevertheless, DS reckons it's on to something with nearly 30 per cent of premium compact hatchback sales being crossovers. It predicts one in every four DS 4 sales will be the Crossback.

Engine options are more limited than on its regular sibling. Where the DS 4 is offered with the choice of two trims, three petrol engines and three diesels, the Crossback comes with only one 1.2-litre petrol, two diesels (1.5 and 2.0-litre) and one trim. The

range kicks off at £21,745, but here we test the more powerful 178bhp 2.0-litre diesel.

It can only be paired with a six-speed automatic gearbox which can be abrupt and jerky with its changes, and at £26,495, it doesn't come cheap. Having said that, it's packed with kit – gloss black 18-inch alloys, leather upholstery, a panoramic windscreen, a seven-inch touchscreen with navigation, dual-zone air-con and a reversing camera are all standard.

On the road, the combination of the elevated stance and panoramic windscreen gives you the impression of driving something far larger than you actually are. The engine also has some real grunt, thanks to its 400Nm of torque. It propels you out of slower corners without any fuss, makes overtaking on the motorway a

"The brand predicts one in four DS 4 sales will be the Crossback, but the changes are only cosmetic"



Essentials

DS 4 Crossback
BlueHDi 180

Price: £26,495

Engine: 2.0-litre 4cyl turbodiesel

Power: 178bhp

Transmission: Six-speed automatic,
front-wheel drive

0-62mph: 8.6 seconds

Top speed: 124mph

Economy: 64.2mpg

CO₂: 115g/km

ON SALE Now



Otis Clay

NEED TO
KNOW

Crossback marks DS's first step towards offering an SUV globally. UK will have two DS SUVs by 2020



EQUIPMENT Dash has been tidied up with fewer buttons, but screen is on small side and looks dated. Still, the dials look classy, and are easier to read than DS 5's



PRACTICALITY Rear feels cramped and windows don't open. The 385-litre boot capacity (top) is smaller than that of key rivals the Mercedes GLA (481 litres) and Volvo V40 Cross Country (391 litres)



Cabin is well finished, while branding on back differentiates car from regular DS 4

breeze and does it with relative efficiency, too, returning a claimed 64.2mpg and emitting 115g/km of CO₂.

It's not the most refined cruiser, however. The diesel engine does sound a little gruff throughout the rev range and especially under hard acceleration, but once at a cruise it settles. And you're not completely isolated from the elements, either, as there's also quite a bit of wind noise at higher speeds.

Further imperfections inherited from the DS 4 are also noticeable in the Crossback – the lumpy ride being the most obvious issue. Even with the added 30mm of suspension travel (on top of a newly

softened set-up on the DS 4), it doesn't absorb bumps in the road like it should – which further scratches away at the veneer of refinement DS models are now supposed to be instilled with. It's slightly softer than the hatch, but lacks that cossetting nature of the Mercedes GLA. The added ride height does slightly disturb body movements when cornering, but there's plenty of grip.

There's new tech inside, too. The Crossback is the first model from the brand to come with Apple CarPlay, while the rest of the interior remains nicely finished in leather – and just like the new DS 4, the Crossback gets a refreshed dashboard with fewer buttons than before.

Those in the front will be happy and comfortable in the plush leather seats, but rear space is very tight. The narrow doors make getting in the back a real struggle and, just like the old Citroen DS4, the rear windows don't open at all, which might worry some rear passengers.

Auto
EXPRESS Verdict

WITH every updated model DS is introducing, greater steps are being made to help the brand craft its own identity. There's certainly a market for the Crossback, but the execution isn't quite there. Issues surrounding refinement and practicality will concern buyers most, especially when rivals from Mercedes and Volvo show how it can be done. Admittedly, the Crossback represents better value for money than the standard DS 4, but the compromises are clear to see.





Electronically operated rear axle varies torque, allowing Lexus to corner impressively

Essentials

Lexus GS F

Price:	£69,995
Engine:	5.0-litre V8, petrol
Power/torque:	470bhp/530Nm
Transmission:	Eight-speed auto, rear-wheel drive
0-60mph:	4.5 seconds
Top speed:	167mph
Economy:	25mpg
CO ₂ :	262g/km

ON SALE Now



Lexus GS F

Performance

0-60mph/top speed
4.5 seconds/167mph



Running costs

25mpg (official)
£71 fill-up



FIRST DRIVE Sports saloon mixes old-school V8 muscle with modern tech



Steve Sutcliffe
mail@autoexpress.co.uk

AE FOR a brand new car, the Lexus GS F has a surprisingly old-fashioned outlook on life. Its chassis may have been heavily modified and stiffened compared to that of the standard GS, but it's still a front-engined, rear-wheel-drive thunder saloon at heart.

And yet, for a certain type of customer, there's nothing quite like it. The GS F's appeal to that audience may even centre on the fact that it isn't full of complex tech – even if its £69,995 price might suggest otherwise.

The Lexus is fast in a straight line without threatening to rewrite the rulebook on the space-time continuum. Sounds about right for a 1,865kg saloon with 470bhp. Its 0-60mph time of 4.5 seconds is entirely respectable in isolation, too, yet a cheaper BMW M3 would eat it up in a drag race.

Similarly, the GS F's rear-driven chassis may be conventional in its basic layout and engineering, but it has some impressive tricks up its sleeve. A new dynamic drive system has four different modes: Eco, Normal, Sport and Sport+. In each setting, the throttle mapping gets fruitier, the steering heavier, the traction control and ESP systems less intrusive, right up to a sub-mode that's called Expert, which allows lots of slip before intervening.

The car's trump card, however, is its new electronically operated rear axle, which can vary torque by up to 100 per cent across the back axle to produce maximum grip on the way into, in the middle of, and out of corners.

Lexus cabins are always upmarket, and the GS F's is no



Interior is well laid out and equipped; quad exhausts deliver fruity soundtrack



exception. There's lots of space, too, while the boot is also hard to fault. As is the level of kit – a sunroof and the higher-spec Mark Levinson sound system are the only extras.

On the road, the big V8 engine dominates, and while it sounds great at all times, it's above 5,500rpm where it really thrills. But there isn't as much low-down torque as in most rivals, which means you need to work the GS F quite hard to get the most out of it.

Yet so smooth and fast are the reactions – not just from the throttle, but from the paddleshift eight-speed box, too – that this is rarely a hardship. The ride and handling all feel extremely natural and intuitive in their responses, despite the electronics.

So although the GS F isn't the fastest car, it finds a well judged, if slightly old-school, balance between precision, sportiness and comfort.

EQUIPMENT GS F comes generously equipped and includes these racy sports seats up front. The only options are a sunroof and a Mark Levinson stereo



REAR SPACE Even with front sports seats, there's plenty of leg and headroom in the back. Rear-wheel drive makes for a large transmission tunnel, though



PRACTICALITY With no batteries to store, the GS F features a bigger load bay than standard GS – there's 520 litres compared to regular saloon's 465 litres



Verdict

THE GS F is an old-fashioned kind of sports saloon in some respects, but where it counts – on the road – it delivers a major hit of driver appeal. That's despite the fact it isn't at the cutting edge either technologically or dynamically. For the 100 people per year that Lexus GB hopes will buy one, the GS F's big-hearted personality will matter far more than its mildly 'sluggish' 0-60mph time.





Innovation
that excites

MUSCULAR BODY.

SLIMLINE FINANCE.

HAVE IT ALL



NISSAN JUKE DIG-T 115 ACENTA

17" Sport alloy wheels
Bluetooth® and USB connectivity
Nissan Design Studio Personalisation available

£199
A MONTH

£1,400
NISSAN DEPOSIT
CONTRIBUTION*

3 YEARS'
£199 SERVICING*

nissan.co.uk/haveitall

PCP REPRESENTATIVE EXAMPLE

36 MONTHLY PAYMENTS	ON THE ROAD CASH PRICE	CUSTOMER DEPOSIT	DEPOSIT CONTRIBUTION	TOTAL AMOUNT OF CREDIT	DURATION OF AGREEMENT	OPTIONAL FINAL PAYMENT	TOTAL AMOUNT PAYABLE	RATE OF INTEREST P.A. (FIXED)	6.99% APR REPRESENTATIVE
£199	£15,630	£2,525	£1,400	£11,705	37 Months	£6,453	£17,541	6.99%	

Juke Range: URBAN 29.7-64.2mpg (9.5-4.4L/100km), EXTRA URBAN 46.3-74.3mpg (6.1-3.8L/100km), COMBINED 38.7-70.6mpg (7.3-4.0L/100km), CO₂ emissions 172-104g/km.

Offer valid until 4 January 2016 at participating dealers only and subject to vehicle availability. Finance provided by RCI Financial Services Limited, PO Box 148, Watford WD17 1FJ. Subject to status. Guarantees and indemnities may be required. You must be at least 18 and a UK resident (excluding the Isle of Man and Channel Islands). Terms and conditions apply, please visit www.nissan-offers.co.uk/termsandconditions or your local dealer for full details. Model shown is Juke Acenta at £199 per month with additional metallic paint at £500. Offer based on 10,000 miles pa, excess mileage 8p per mile. Offers not available in conjunction with any schemes or other offers. Vehicle price includes first registration fee and 12 months' road fund licence. For terms and conditions relating to Nissan technologies visit www.nissan.co.uk/technologyT&Cs. Always drive carefully and attentively. *NISSAN DEPOSIT CONTRIBUTION OF £1,400 IS ONLY AVAILABLE WHEN TAKEN ON 6.99% APR PCP NISSAN FINANCE PRODUCT AND IS ONLY AVAILABLE ON ACENTA and N-Connecta GRADES. ^Fixed price servicing available for both finance and now cash customers. Servicing must be by a franchised Nissan dealer at specified intervals. Mileage limits from 37,500 apply - please see www.nissan-offers.co.uk/termsandconditions for servicing intervals. MPG figures are obtained from laboratory testing, in accordance with 2004/3/EC and intended for comparisons between vehicles and may not reflect real driving results. (Optional equipment, maintenance, driving behaviour, road and weather conditions may affect the official results.) Information correct at time of going to print. Model shots shown are for illustration purposes only. Nissan Motor (GB) Ltd, The Rivers Office Park, Denham Way, Rickmansworth, Hertfordshire WD3 9YS.



Leaf 30kWh offers 25 per cent more range than existing model, at 155 miles

Nissan Leaf 30kWh

Performance

0-62mph/top speed
11.5 seconds/89mph



Electric motor

Power/range
30kWh/155 miles



FIRST DRIVE Can a boosted range give Leaf EV the extra practicality it needs to be truly 'useable'?

AE Mark Nichol

DESPITE not being the first all-electric passenger car to hit the UK market, Nissan's Leaf was the game changer when it went on sale in 2011. It gave buyers a useable amount of emission-free battery mileage, but in the shape of a spacious family hatch.

However, a 'useable' battery range is very different from a large one. While Nissan claimed that the Leaf would satisfy the daily mileage requirements of most drivers, the car never eradicated range anxiety with its measly 124-mile claim after a full charge.

So here's a 155-mile version – offering 25 per cent more range and distinguished by its '30kWh' badge. It's no more powerful and no less spacious than the 24kWh car, but Nissan reckons that this longer range will make it suitable for "98 per cent of customer needs". It also puts the Leaf back at the top of the range charts, ahead of the newer BMW i3, Renault ZOE and Kia Soul EV, and is a step towards an all-new, 250-mile range Leaf due in 2017.

As per the 24kWh variant, an 80 per cent quick charge takes 30 minutes, but the increased capacity means a slow charge will take two more hours from a standard plug.

On the road, the Leaf isn't particularly exciting or dynamic – even by the standards of a decent diesel family hatch. However, the car's just so quiet and well mannered, it's hard not to fall for it. Much of its charm comes from the instant pick-up, owing to

the immediate peak torque delivery of an electric motor. At low speed this is addictive, and makes the Leaf feel far quicker than it looks on paper. It's only really when trying to keep up on the motorway that the car feels underpowered, but for most owners that's unlikely to be an issue.

The new battery uses a different sort of cathode that's more energy-dense than the 24kWh unit's, so despite filling the same space in the car it's 23kg heavier. This can't be felt on the road, but the suspension still battles with the rigours of the lardy lithium-ion battery weighing the Leaf down.

Ride quality is generally smooth, but as with many all-electric vehicles, the Nissan is prone to thumping into potholes. Other than that, though, a distinct lack of wind and road noise makes this a very relaxing drive.

That calmness is aided by an improved multimedia system – the only real change in this Leaf, save for a new shade of brown paint – which is altogether more intuitive and now includes DAB. It's standard on Acenta specs and above from December.

The 30kWh battery is available only with the Leaf's two upper specs – Acenta and Tekna – costing an extra £1,600. It means the cheapest version is £24,490, while a 24kWh car is £20,790. Measured against a conventional hatch, though, the Leaf still falls short on cabin quality, while basics such as the lack of reach adjustment for the steering wheel make it feel cheap, too.



NEED TO KNOW

Leaf continues to increase in popularity, with nearly 7000 models sold in the UK so far this year

Essentials

Nissan Leaf Tekna 30kWh

Price:	£26,490 (inc. Govt. grant)
Engine:	AC electric motor
Power/torque:	107bhp/254Nm
Transmission:	Single-speed auto, front-wheel drive
0-60mph:	11.5 seconds
Top speed:	89mph
Range:	155 miles
CO₂:	0g/km

ON SALE December



WARRANTY Nissan is so sure of this new battery that it comes with an eight-year, 100,000-mile warranty. The lesser 24kWh battery still gets a standard five-year guarantee



PRACTICALITY The new battery pack means that luggage and passenger space are unchanged, despite the extra mileage range. That results in a decent 370-litre boot



Auto Express Verdict

IT'S obvious that the 30kWh battery adds a useful, anxiety-reducing dose of extra mileage to the Leaf, but whether it'll convert the electric sceptic is debatable. That's because by every other measure the Leaf remains fairly average, with a bland driving experience and a slightly insipid cabin. It's a little jarring that the denser battery is available only on mid-spec Acenta cars and up, too, effectively making the actual cost of a bigger range quite substantial.



Toyota Mirai

FIRST DRIVE Behind the wheel of cutting-edge fuel-cell family car



NEED TO KNOW

You can lease a Mirai for £750 per month, including servicing, tyres and even fuel



Richard Ingram
Richard_Ingram@dennis.co.uk
@rsp_ingram

AE LONG before the Leaf, Toyota was one of the pioneers of low-emission motoring when it launched the hybrid Prius in 1997. Not wanting to rest on its laurels, the brand has been looking even further into the future, setting its sights firmly on 100 per cent zero-emission vehicles such as the new Mirai.

It's a hydrogen fuel-cell car similar in principle to Hyundai's ix35 FCV. The system mixes oxygen with hydrogen to generate electricity, which powers the front wheels. Toyota says it'll cost half the price of a diesel to run, and can cover 300 miles on a tank.

But while 153bhp might not sound much, the Mirai produces it instantaneously, just like an EV. The result is a shove of acceleration and enough poke to surge away from traffic lights – providing the road is dry, that is.

Our test was on a wet and windy day in Hamburg, where the Mirai struggled for

traction both under throttle and through the corners. That's not to say it's no fun to drive, as the positive steering and solid body control allow you to piece together sweeping bends with confidence. It's comfortable, too, with compliant damping and plush seats.

The danger of producing such a quiet car is how to stop noise usually drowned out by the engine from entering the cabin. However, Toyota's addressed this by fitting acoustic glass and insulating materials inside the frames, meaning the Mirai is virtually silent, even at 80mph. There are more absorbing materials under the bonnet and front wings, while the mirrors have been designed to minimise wind noise. There's a bit of tyre roar at high speeds, but even the pouring rain didn't result in raised voices.

Downsides? Well, there are only 11 hydrogen filling stations in the UK. And the list price of £66,000 seems steep, although Toyota is working on qualification for a ULEV Government grant, which could see that fall by £15,000. You get loads of tech and safety kit for the money, with touchscreen sat-nav, heated seats, automatic emergency braking and blind-spot monitoring included as standard. In fact, the Mirai is the most luxurious car Toyota builds without a Lexus badge.



Mirai costs £66,000; Toyota hopes a grant will lower this

Performance

0-60mph/top speed
9.6 seconds/111mph



Essentials

Toyota Mirai FCV

Price:	£66,000 (excl. grant)
Engine:	Hydrogen fuel-cell stack and 244V battery
Power/torque:	153bhp/335Nm
Transmission:	Single-speed fixed-ratio, front-wheel drive
0-60mph:	9.6 seconds
Top speed:	111mph
Economy:	0.76kg/100km
CO₂:	0g/km

ON SALE Now



EQUIPMENT Standard kit includes hi-tech readout, heated front and rear seats, touchscreen navigation, blind-spot warning and emergency braking



PRACTICALITY Space in the rear is a little bit tight, but the 361-litre boot is nearly a match for those in cars such as the Volkswagen Golf



Auto Express Verdict

AS expected, the Mirai's biggest issue is its price. Toyota is hoping its first FCV will qualify for a Government grant, but nothing's been confirmed. That said, this is our best look yet at the future of personal mobility, with the quick, comfortable and quiet Mirai doing a great job of driving and feeling like a normal car, and – if you can forgive its awkward styling – even looking like one.





Plug-in is quick, quiet and comfy, but brake feel takes some getting used to

Volvo XC90 T8

Running costs

134.5mpg (official)
£77 fill-up



FIRST DRIVE Our Car of the Year goes electric with plug-in hybrid model



Steve Fowler
Steve_Fowler@dennis.co.uk
@stevefowler

AE TIMING counts for a lot in the car business, and with consumers thinking twice about diesel power, the arrival of Volvo's plug-in hybrid XC90 couldn't possibly have come at a better time.

The XC90 is, of course, the reigning Auto Express Car of the Year, so the base for this new T8 Twin Engine (Volvo speak for plug-in hybrid) is seriously impressive. We love the standard car's style, quality, kit and refinement – the latter of which is moved up a further notch by the part-electric drivetrain.

This T8 combines a 2.0-litre four-cylinder petrol engine over the front axle with an electric motor at the rear. The motor can be used on its own for around 26 miles, or together with the engine for a 402bhp total.

Stats are important in a car like this – not necessarily the claimed 134mpg (good luck achieving that), but the 49g/km CO₂ emissions, which will roughly halve your company car tax bill compared to the equivalent diesel in spite of the near-£14,000



Digital displays dominate dashboard, with easy-to-use nine-inch tablet-style touchscreen

premium. Equally important is a 0-60mph sprint time of 5.3 seconds with the car in Power mode and your foot on the floor.

With both motors working their hardest, a synthetic engine note is pumped into the cabin to remind you how quickly you're going – and it's not half bad. There's a similarly decent shove if you bury

the throttle, although in Hybrid mode, there's a slight hesitation as the eight-speed box decides to drop down a gear or two. Power mode reduces that, however.

But while the performance is impressive, this is far from a sporty SUV. The steering is too relaxed in its nature and the centre of gravity feels a little high. Plus, the brakes are a bit one-paced – wooden, even – but then they do have a lot to do: sending energy back to the battery pack.

Opt for air-suspension, and the Volvo rides very nicely indeed – although it's now beaten by the new Audi Q7 in that respect – and while the interior is beautifully built and looks fabulous, again, the Q7 has moved the game on already.

The XC90 remains a worthy Car of the Year winner, and this plug-in hybrid adds to its sizeable appeal. The numbers and tax savings speak for themselves, and if you can make use of electric power, you'll continue to reap the financial rewards while enjoying a great car along the way.

NEED TO KNOW

T8 plug-ins cost £14,000 more than diesels, but halve company car tax bills



Essentials

Volvo XC90 T8 Twin Engine Inscription

Price: £59,995

Engine: 2.0-litre 4cyl petrol, plus electric motor

Transmission: Eight-speed automatic, four-wheel drive

0-60mph: 5.3 seconds

Top speed: 140mph

Economy: 134.5mpg

CO₂: 49g/km

ON SALE Now



BADGING Twin Engine is Volvo speak for plug-in hybrid and will feature across brand's entire range by 2020. Petrol power for front wheels, electric power for rears



BATTERIES Volvo's Scalable Product Architecture platform was developed for batteries from the start, so there's no loss of boot or passenger space



COMFORT XC90 is first plug-in hybrid to seat seven people – ahead of Audi's Q7 plug-in. Space in all three rows is impressive and quality excellent

Auto Express Verdict

THIS plug-in version of our Car of the Year adds an appealing hi-tech and low running costs string to the XC90's already attractive bow. It's a quick, quiet and relaxing car to run, although the brakes will take time to get used to. That's a minor point, though, and the quality, advanced safety and luxury kit and family friendly features make this plug-in XC90 a hugely compelling SUV.



New Generation i20 Premium SE 1.2

0% APR Representative
£99 per month

£6,607 optional final payment.
£6,558 deposit.



And admiring glances wherever you go.
We make it possible.

MOTRADER
INDUSTRY AWARDS

BEST CAR MAKER
OF THE YEAR
2015

Part of the multi award-winning Hyundai range, the stylish i20 Premium SE is impressive inside and out. The well-equipped and spacious interior offers outstanding legroom, whilst the opening panoramic sunroof and front and rear parking sensors make driving a joy. All made possible for just £99 per month. Find out more at hyundai.co.uk

Personal Contract Purchase. 25 month term. 10,000 miles p.a. Minimum 30% deposit required.



NEW THINKING.
NEW POSSIBILITIES.



Fuel consumption in MPG (l/100km) for New Generation i20 range: Urban 30.7 (9.2) – 80.7 (3.5), Extra Urban 53.3 (5.3) – 94.2 (3.0), Combined 42.2 (6.7) – 88.3 (3.2), CO₂ Emissions 155–84g/km. These official EU test figures are to be used as a guide for comparative purposes and may not reflect all driving results. You will not own the vehicle until all payments are made. Offer available on Hyundai i20 between 1st October and 31st December 2015 inclusive over 25 month term. At the end of the agreement there are 3 options: (i) Renew: Part exchange the vehicle, (ii) Retain: Pay the Optional Final Payment to own the vehicle or (iii) Return the vehicle. Further charges may be made subject to mileage and condition of the vehicle. Excess mileage charge 14.9p per mile. Finance subject to status. T&Cs apply. 18s and over. Guarantee/Indemnity may be required. Hyundai Motor Finance RH1 1SR. Model shown: i20 Premium SE 1.2 at £15,540 OTR including Sleek Silver metallic paint at £515. Offer not available for customers under the Hyundai Affinity Programme. 5 Year Unlimited Mileage Warranty terms and exclusions apply. Visit www.hyundai.co.uk/owning or ask your local dealer.



James Disdale
James_Disdale@dennis.co.uk

AE SUMMER is now a distant memory, but that hasn't stopped Ferrari lifting the lid on its stunning 488 GTB. The new model, called the 488 Spider, promises to turn the driving thrills up to 11 by adding visceral wind-in-the-hair thrills to the standard car's scorching performance and balletic handling.

Like its 458 predecessor, the Spider uses a folding metal hard-top, which means it looks every bit as gorgeous as the coupé, whether the roof is up or down. Above the waistline, a pair of creased flying buttresses replace the coupé's clear glass engine cover, but elsewhere, the Spider looks identical.

At the front, there's the same low nose, gaping air vents and slim, swept-back headlamps, while the heavily sculpted rear wheelarches feature vast inlets that force air to the car's twin-turbochargers. Careful sculpting of the panels and tweaking of the underside have helped engineers perform the trick of boosting aerodynamic downforce and reducing drag. The car is lighter, too, weighing 50kg less than the 458 Spider.

That's impressive, but for many Spider owners, the really important figure is the 14 seconds it takes to stow the roof. Even better, the folding roof actually weighs around 25kg less than a traditional fabric covering. Plus, opening the 488's strikingly styled cabin to the elements puts the driver at the centre of the action when they press the bright red starter button and the mid-mounted V8 yelps into life.

The 3.9-litre unit is unchanged from the GTB, which means you get the same huge 660bhp power output. Yet it's the thumping 760Nm torque figure that dominates. The old 458 was fast, but the 488 is on another

"It's the 760Nm torque figure that dominates. The old 458 was fast, but the 488 is on another level"



Beautiful cabin is carried over from coupé, and puts the driver at the centre of the action

level. Peak torque arrives at just 3,000rpm, which means the Spider explodes out of corners with real violence. It doesn't matter what gear you're in, the Ferrari pins you into your seat and fires you down the road.

What's surprising about this display is that torque is limited in the lower gears for a smoother and more linear delivery. And it works, because there's no turbo lag – the engine responds with almost the same scalpel sharpness as the old, naturally aspirated 4.5-litre unit. The 0-62mph sprint is demolished in an astonishing 3.0 seconds, while the top speed is a heady 203mph.

And then there's the noise. From a deep bark through to a spine-tingling, hard-edged howl that's overlaid with a subtle whistle from the turbos, the 488 never fails to keep your ears entertained. This mechanical orchestra is conducted beautifully by the

faster-acting seven-speed twin-clutch gearbox, which rips up and down ratios with every pull of the column-mounted paddles.

Head down a twisting back road and you'll discover the Spider is every bit as involving and agile as the coupé. Ferrari's engineers have added plenty of strengthening to the Spider's structure, so it boasts the same torsional stiffness as the fixed-head model.

The upshot is that you get the same ultra-quick and direct steering, staggering grip and deliciously neutral balance. The standard adaptive dampers serve up rock-solid body control, while twisting the steering wheel-mounted manettino dial unlocks even more focused driving modes, like the latest-generation Side Slip Control that allows you a little sideways slide before the electronic stability control intervenes.

Slow things down and the Spider turns into a perfect cruiser. A glass wind deflector keeps buffeting to a minimum and the adaptive dampers smooth out imperfections in the road, while the turbocharged torque allows rapid yet relaxed progress.

Spider is just as involving as coupé, and with top down, you're closer to action



Essentials

Ferrari 488 Spider

Price:	£204,400
Engine:	3.9-litre V8 twin-turbo
Power/torque:	660bhp/760Nm
Transmission:	Seven-speed dual clutch, rear-wheel drive
0-62mph:	3.0 seconds
Top speed:	203mph
Economy:	24.8mpg
CO₂:	260g/km

ON SALE June 2016



HARD-TOP It takes just 14 seconds to stow the roof. Prod a button and the aluminium panel flips gracefully up and over, before sliding unobtrusively beneath a panel ahead of the engine cover



SOUNDTRACK Any fears the addition of turbos would have diluted the Ferrari V8 soundtrack are banished the moment you squeeze the throttle and the needle on the rev counter races to the 8,000rpm red line

Nathan Morgan



Ferrari

FIRST DRIVE Top-down





488 Spider

thrills simply enhance already brilliant sports car

Performance

0-62mph/top speed
3.0 seconds/203mph



Running costs

24.8mpg (official)
£87 fill-up



HANDLING Even with the safety net switched off, Spider is balanced and approachable, while bucket seats add to the experience. The LaFerrari-sourced braking system provides eye-popping stopping power



Verdict

WE already knew the 488 was good, but the stunning Spider adds another layer of involvement to the driving experience. With the folding hard-top stowed, the Ferrari gets you closer to the sound and speed of the car's explosive V8. Yet it's just as usable every day as the coupé. At £204,400, the Spider isn't cheap (although that price tag does include a four-year manufacturer warranty, plus an impressive seven-year servicing and maintenance plan), but for ultimate high-performance, wind-in-the-hair thrills, the Ferrari is almost unrivalled.





REASONS TO BUY A NEW ŠKODA FABIA

£500

towards your deposit

0% APR

REPRESENTATIVE

with Solutions Personal Contract Plan*

£99

per month



NO BRAINER

Visit skoda.co.uk/offers

WHATCAR?
Car of the Year 2015
Best small car

WHATCAR?
Car of the Year 2015
Overall winner

*At the end of the agreement there are three options: i) own the vehicle: pay the optional final payment; ii) return the vehicle: subject to fair wear and tear, charges may apply; or iii) replace: part exchange the vehicle.

Available on Solutions Personal Contract Plan with deposits from 0-30%. To achieve the monthly payment advertised, a £4393.91 deposit is required. Deposit shown may be higher than the minimum; a lower deposit will result in increased monthly payments. Based on a 42 month, 10,000 miles per annum agreement. 18s and over. Subject to availability. Finance subject to status. Terms and conditions apply. Excess mileage charges of 4.4p per mile apply. Offer available when ordered by 31st December 2015 from participating Retailers. Offers are not available in conjunction with any other offer and may be varied or withdrawn at any time. Accurate at time of publication [10/2015]. Freepost ŠKODA Financial Services. Model shown is ŠKODA Fabia Hatch Monte Carlo 1.0 MPI. Total OTR price is £14,645. Model shown is not UK specification.

Official fuel consumption for the Fabia Hatch range in mpg (litres/100km): Urban 46.3 (6.1) - 72.4 (3.9); Extra Urban 67.3 (4.2) - 91.1 (3.1); Combined 58.9 (4.8) - 83.1 (3.4). CO₂ emissions for the Fabia range are 110 - 88 g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results. Standard EU Test figures for comparative purposes and may not reflect real driving results.



SsangYong Tivoli 4x4

FIRST DRIVE 4WD and auto box add appeal to crossover



Dean Gibson

Dean_Gibson@dennis.co.uk

AE SSANGYONG is still something of a niche player in the UK, but it's aiming to increase sales over the next few years – and the model spearheading its hopes is the new Tivoli crossover. The car is great value, but now SsangYong is making it even more attractive, with the option of four-wheel drive and a new six-speed automatic gearbox.

The addition of the former is intriguing, as it means the Tivoli is one of the few supermini-SUVs to offer total traction. Fitting 4WD has also meant a rethink for the rear suspension, with a multilink set-up replacing the standard car's torsion beam system.

As a result, the 4WD Tivoli feels stable in a straight line, and is now more agile in corners. The suspension bounces over big bumps, but overall, the Tivoli is well behaved. There are three steering modes to choose from, but while you can feel a difference in weighting between them, more in the way of feedback would be welcome.

Off-road, the 4x4 system works well, with the electronics automatically sending power to the wheels with most grip with minimal fuss. There's also a hi-tech Land Rover-style lock function that splits power 50:50 between the front and rear for particularly messy situations. On the road, there's no sign of the transmission shunt between the front and rear axles that you get on some rivals.

The diesel offers a broad spread of torque that means the six-speed auto box isn't in a hurry to kick down, though, and while there's a manual mode controlled via a switch on the gearlever, this takes some getting used to. The manual shifts are smooth, although after time you'll be happy to let the electronics take control. Those include three modes – Eco, Power and Winter – that adjust throttle response according to conditions.



SsangYong Tivoli 1.6D 4x4 ELX automatic

Price:	£19,500
Engine:	1.6-litre 4cyl diesel
Power:	113bhp
Transmission:	Six-speed auto, four-wheel drive
0-60mph:	11 seconds (est)
Top speed:	107mph
Economy:	47.9mpg
CO₂:	156g/km

ON SALE Now

NEED TO KNOW

The Tivoli 4x4 is the only supermini-SUV to offer a diff lock that can split power equally between front and rear wheels



Verdict

ADDING four-wheel drive to the Tivoli is a smart move. It makes it one of the cheapest 4x4s on the market, while the revised rear suspension improves the way the car drives, too. Add the auto gearbox to the diesel engine, and they combine to deliver a reasonably smooth and relaxing drive, while the top-spec ELX model tested here gets a kit list some executive saloons would be proud of.



Coming Soon



NISSAN MICRA 2016

Previewed by the Sway concept at 2015's Geneva Show, the Micra will renew Nissan's fight with the Fiesta.

SUPERMINIS		Toyota FT-1 (Supra)	2017
Ford Ka Plus	2017	VW Golf R400	2016
Ford Fiesta	2017	TVR sports car	2017
Kia Rio	2018	VW Golf GTI Clubsport	2016
Renault Twingo GT	2016	VW Scirocco GTS	2016
Renault 5	late 2017		
SEAT Ibiza	2017	SUVs	
Smart ForTwo Brabus	mid 2016	Alfa Romeo SUV	2017
Suzuki Swift	2017	Aston Martin DBX	2017
Suzuki Baleno	2016	Audi Q1	2016
Volkswagen Polo	2017	Audi Q5	2016
		Audi Q6	2018
		Audi Q8	2020
FAMILY CARS		Audi RS Q1	late 2016
Alfa Romeo Giulia	Autumn 2016	Bentley Bentayga	2016
Alfa Romeo Giulia Estate	late 2016	BMW 1 Series Sport Cross	2017
Audi A3 three-cylinder	late 2015	BMW X1	October
Audi A4	late 2015	BMW X2	2017
BMW 3 Series Plug-in	mid 2016	BMW X3	2016
BMW i5	2016	BMW X7	2018
Fiat Tipo	2016	Citroen Grand Cactus	2017
Honda Civic	2017	Dacia Duster facelift	2016
Honda FCV	mid 2016	Ford Edge	spring 2016
Infiniti Q30	December	Infiniti QX30	mid 2016
Kia Optima facelift	late 2015	Jaguar F-Pace	2016
Kia Sportage	2016	Jaguar 'Baby' F-Pace	2017
Jaguar XE Sportbrake	2016	Kia Niro	2018
Mazda large SUV	2017	Lamborghini Urus	2018
MG5	2020	Land Rover Defender	2018
MINI Clubman	late 2015	Lexus RX	early 2016
MINI Countryman	2017	Maserati Levante	2016
Nissan Leaf	mid 2016	Mercedes-AMG GT four-door	2017
Porsche Panamera	2016	Mercedes GLC Coupé	early 2016
Porsche Panamera estate	2017	Mercedes GLS	early 2016
Renault Mégane	mid 2016	MG GS	summer 2016
Subaru Levorg	late 2015	Mitsubishi Shogun	2017
Tesla Model III	late 2016	Peugeot 3008	2017
Toyota Prius	Spring 2016	Porsche Cayenne Coupé	2017
Toyota Mirai	late 2015	Porsche Macan Turbo S	late 2015
Vauxhall Astra	late 2015	Porsche Macan GTS	late 2015
Vauxhall Insignia	2017	Porsche Panamera	late 2016
VW Beetle Dune	late 2015	Qoros 2 SUV	2016
VW Golf CC	2016	Qoros 3 City SUV	2017
		Renault Alaskan pick-up	2016
SPORTS CARS		Renault seven-seat SUV	2017
Abarth 124 Spider	2017	Rolls-Royce Cullinan	2018
Abarth 500X	late 2016	SEAT SUV	late 2016
Alfa 4C Stradale	2016	Skoda seven-seat SUV	late 2016
Alfa 6C	2016	Skoda Coupé SUV	2017
Aston Martin DB11	late 2016	Skoda Yeti	2017
Aston Martin V8 Vantage	early 2016	Suzuki Ignis	2017
Audi A5	spring 2016	Tesla Model X	spring 2016
Audi A9	2018	Toyota C-HR	2017
Audi R4	2016	Volkswagen Tiguan	2016
Audi TT RS	2016	Volkswagen T-ROC	2016
Audi TT Sportback	2016	Volvo XC40	2018
Audi TT Sport Quattro	2016	Volvo XC60	2017
BMW M1	2016		
BMW M2	2016	PEOPLE MOVERS	
BMW M4 GTS	2016	Renault Scenic	late 2016
Bugatti Chiron	2017	VW Touran	November
Caterham sports car	2018	VW Transporter	late 2015
Ferrari F12 tdf	2016		
Ford GT	2016	CABRIOLETS	
Ford Focus RS	2016	Audi R8 Spyder	2016
Honda CR-Z	2017	Abarth 124 Spider	2017
Honda NSX	late 2016	Fiat 124 Spider	summer 2016
Infiniti Q60	2016	Jaguar F-Type SVR	2016
Jaguar XE R	early 2016	Jaguar XE Convertible	2016
Kia GT4 Stinger	2016	Lamborghini Huracán Spyder	2016
Lamborghini Asterion LP910-4	2017	Mercedes C-Class Cabriolet	late 2015
Lamborghini Huracán Superleggera	2016	Mercedes S-Class Cabriolet	late 2015
Lexus GS F	late 2015	MINI Convertible	2016
Lexus RC	late 2015	Range Rover Evoque Cabriolet	2016
Lexus LF-LC	2016	Rolls-Royce Dawn	2016
Maserati Alfieri	2017	VW Beetle Dune cabriolet	2016
Maserati Gran Turismo	late 2017		
McLaren 540 C	2016	LUXURY CARS	
Mercedes C-Class Coupé	December	Audi A8	2017
Mercedes C 450 AMG Sport	2016	BMW 5 Series	2016
Mercedes-AMG C 63 Coupé	2016	BMW 7 Series	late 2015
MG TF replacement	2020	Cadillac ELR	late 2015
Nissan Pulsar Nismo	mid 2016	Infiniti Q80	2017
Peugeot 308 R Hybrid	2016	Lexus GS	2016
Peugeot 408 GT	2018	Mercedes E-Class	2016
Porsche 961	2017	Rolls-Royce Phantom	2017
Porsche Pajun	2018	VW Phaeton	2017
Renault Alpine	late 2016	Volvo S90	late 2016



Buying a new car?
Tell us about your experience
www.autoexpress.co.uk/driverpower



“We’ve lined up the Jazz next to two of the most functional five-doors on sale today”



64

LIVING WITH A...
FIAT 500X

Chunky crossover joins our fleet, and instantly makes an impression.



66

LIVING WITH A...
RANGE ROVER SPORT

Flat reveals silent secret of refined SUV's tyres: a layer of cushioning foam.



On another level

Honda is hoping its new Jazz is a cut above supermini rivals from Skoda and Nissan. We put it to the test

Pictures: Otis Clay Location: Longcross Proving Ground, Chobham, Surrey



Honda Jazz SE Navi CVT

Price: £16,305

Engine: 1.3-litre 4cyl, 101bhp

0-60mph: 11.9 seconds

Test economy: 44.6mpg/9.9mpl

CO₂: 111g/km **Annual road tax:** £30



Skoda Fabia 1.2 TSI 110 SE L

Price: £14,890

Engine: 1.2-litre 4cyl turbo, 108bhp

0-60mph: 9.4 seconds

Test economy: 46.1mpg/10.2mpl

CO₂: 110g/km **Annual road tax:** £20



Nissan Note 1.2 n-tec

Price: £15,515

Engine: 1.2-litre 3cyl, 79bhp

0-60mph: 12.1 seconds

Test economy: 48.3mpg/10.7mpl

CO₂: 109g/km **Annual road tax:** £20

AE HONDA has had a bumper year in 2015, already releasing its high-performance Civic Type R model and its all-new compact crossover, the HR-V. But with more than half a million superminis sold in the UK over the first half of this year, the Japanese brand knows it can't ignore the bulk of British buyers.

Enter the new Honda Jazz – a five-door hatchback with a focus on practicality that aims to blend the best bits of a traditional supermini with downsized MPV versatility.

Which is why we've lined up the Jazz next to two of the most functional five-doors on sale today: the Skoda Fabia and Nissan Note. Yet the Honda has a tough fight on its hands. With prices starting at £13,495, it's more expensive than entry-level versions of its rivals, which cost from £10,600 and £9,995 respectively.

We've chosen three trim levels that offer a solid blend of performance, practicality, price and equipment to represent what real-world buyers will be looking for. So, can the Jazz slot straight in at the top, or will our contenders – previous group test winners in their own right – give the new supermini challenger a shock?

MODEL TESTED: Honda Jazz SE Navi CVT
PRICE: £16,305
ENGINE: 1.3-litre 4cyl, 101bhp

AE THE new Honda Jazz is more expensive than its competitors, but the price gap to rivals is reduced the further up the range you go. Yet it's still pricier, and here we test the £16,305 SE Navi CVT auto – although our pictures show an EX Navi.

Styling 3.4/5

HONDA'S new Jazz doesn't look as racy as a Ford Fiesta or as clean-cut as a Volkswagen Polo, as its main focus is on usability. However, despite the high roofline and relatively boxy shape, the designers have done a good job of making the car appear moderately sporty.

At the front, there's a dark grille that contrasts nicely with our car's £500 Attract Yellow paintwork, and a pair of headlamps that are spread wide apart, sitting above an angular bumper that houses the daytime running lights.

There are two sharp creases running down the sides of the car that give the Jazz's shape a little more visual interest, while at the back, the rear bumper gets the same treatment as the front, featuring a few more defined styling lines and some fake vents. With a small boot lip spoiler and privacy glass, this third-generation Jazz is certainly a more energetic looking car than its predecessor, but the relatively tall ride height and roofline still mark it out as a supermini that focuses on interior space and functionality rather than a sporty driving experience.

Climb inside and this becomes obvious, as there's plenty of room and – in SE Navi spec – equipment. There's a large seven-inch touchscreen located in the middle of the dash. The infotainment system boasts DAB radio, Bluetooth, two USB sockets and two HDMI ports. There's also some clever integrated tech that means Android smartphone users can show their devices' display on the Honda Connect system using MirrorLink, plus you can download certain apps for features like Internet radio. However, the step up from SE to SE Navi, which brings a Garmin navigation system, seems steep as it costs £610.

Despite an interior packed full of technology, material quality isn't quite as good as in the Fabia. The dash and doors are made of harder plastic, while the seat fabric feels cheaper, too. The leather steering wheel and gearknob are a nice touch, but apart from a few silver plastic accents, the cabin is a sea of black. The glass-covered touchscreen and climate control system give it more of a premium feel, but the glossy effect means the sat-nav display especially can be hard to see in bright sunlight.

Driving 3.2/5

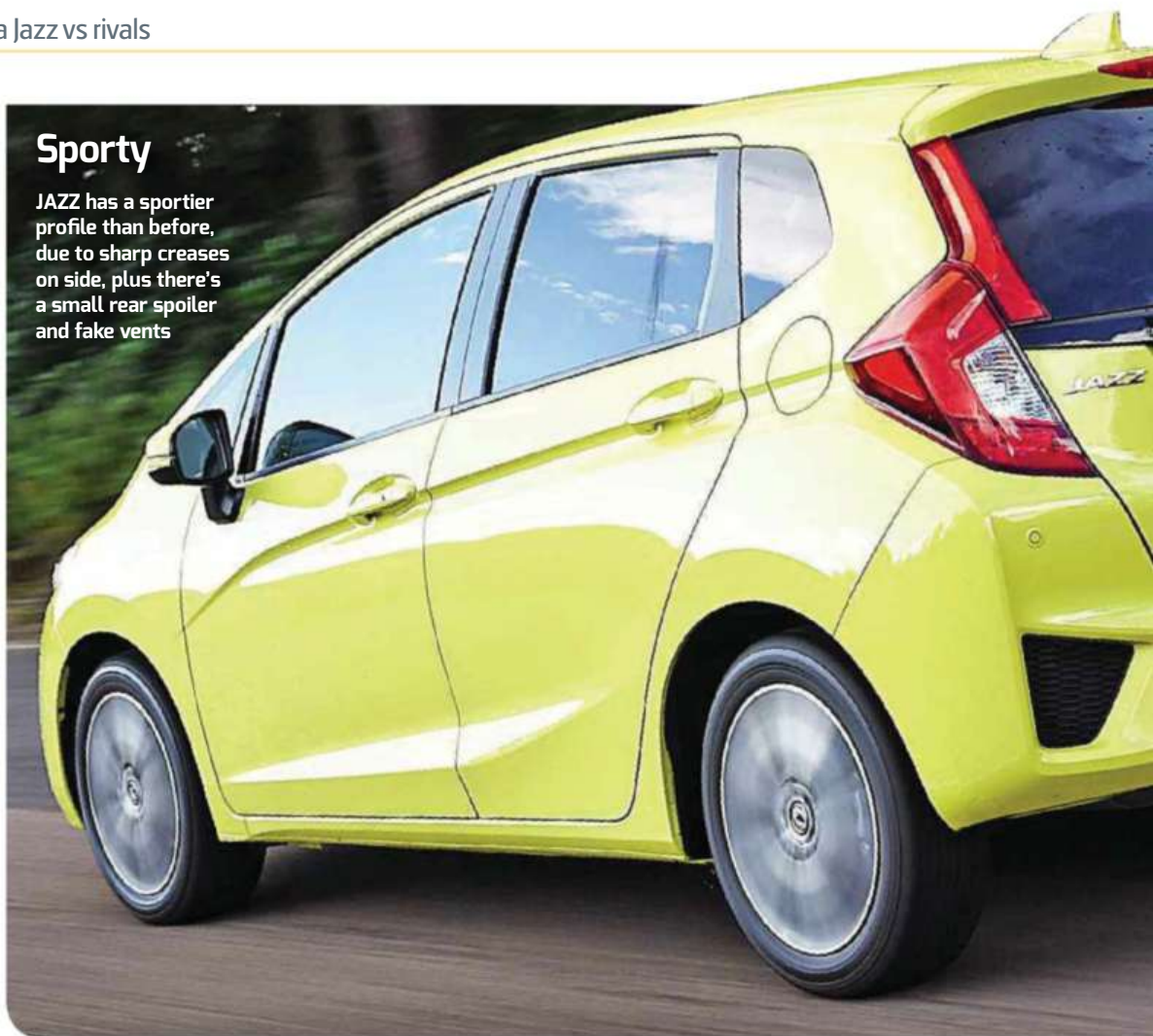
THE only engine option in the Jazz is Honda's 1.3-litre four-cylinder VTEC petrol unit, and while it's willing and eager to rev, combined with the Continuously Variable Transmission (CVT) in our test car, it blunts the motor's performance significantly.

This auto box means the engine is slow to respond to the throttle and straight-line performance isn't exactly sprightly. In our test, the Jazz took 11.9 seconds to accelerate from 0-60mph, which was 2.5 seconds slower than the Fabia.

With the CVT not holding on to the 'virtual' ratios programmed into the gearbox – selectable via steering wheel-mounted paddles – it meant our in-gear tests had to be completed using the kickdown

Sporty

JAZZ has a sportier profile than before, due to sharp creases on side, plus there's a small rear spoiler and fake vents



Testers' notes

"Honda's designers have done a good job in making the new Jazz more desirable. It's still not the sharpest supermini on sale, but there's no denying lots of effort has gone into giving the model a sportier look on the outside and a more premium feel on the inside. Mixing this with the car's practicality is a clever trick that'll attract traditional Jazz buyers and – Honda hopes – a new group of more style-led drivers."



James Disdale Road test editor

function, which skewed our performance data slightly. However, looking at the 30-70mph time through the gears, the manual Skoda's performance advantage is obvious again.

Honda's six-speed manual gearbox will likely be better suited to the 1.3 engine, but at least the Jazz's chassis is much improved. The car rides better than its predecessor, which felt unyielding, firm and not well controlled. Expansion strips and potholes cause the occasional thump from the suspension, but on the whole the Honda copes with typical British roads acceptably and ride comfort is class competitive.

It's also a quiet cruiser, and if you can keep the engine subdued on the motorway without the gearbox sending the revs soaring towards the red line, it's a surprisingly relaxing car to drive for long distances. On twistier roads, the relatively direct steering is sweet; however, the higher body combined with the car's softer suspension means the Jazz does roll through quicker corners.

Honda Jazz



Quality

HARD plastics on door and dash give interior lower-quality feel than Skoda's; seat fabric feels cheaper as well



"Third-generation Jazz is a more energetic looking car than its predecessor"



Handling

CHASSIS is huge improvement over old car's – it feels refined and is relaxing over long distances, while steering is direct. Folding Magic Seats offer great flexibility

Ownership 3.3/5

ALL trim levels get Honda's City-Brake Active System, which will apply the brakes for you between 5mph and 20mph to try and avoid a crash. Although the new Jazz hasn't yet been tested by Euro NCAP, we'd expect a strong rating in the next round of assessments as it features six airbags and ESP. Go for the SE or SE Navi models, and the car comes equipped with Honda's Driver Assistance Safety Pack as standard; this features forward collision and lane departure warning, traffic sign assist, automatic high beam headlights and a speed limiter to further improve its credentials. Safety is strong, then, but Honda's performance in our Driver Power 2015 satisfaction survey left a little to be desired. The brand finished 18th out of 32 manufacturers. Its dealer network was voted the fourth best, although this was a two-place drop on last year. Owners of the previous-generation Jazz praised the car's reliability and practicality, so this new Mk3 version should improve even further on these qualities and address the criticisms about ride quality.

Running costs 3.8/5

FITTED with the CVT auto box, the Jazz claims stronger fuel economy than the manual version. On test it returned 44.6mpg; that's the lowest of our trio, but still a respectable result considering that this example hadn't covered many miles.

CO₂ emissions of 111g/km just push it into Band C for VED, so the Honda will cost £10 more a year in road tax than its rivals. A Benefit in Kind rate of 17 per cent, plus the higher list price, results in higher company car costs, too: lower-rate taxpayers will pay £553 a year, which is £49 and £58 more than the Skoda and Nissan respectively.



CO₂/tax
111g/km
£30 or 17%



Practicality
Boot (seats up/down)
354/1,314 litres



Performance
0-60/30-70mph
11.9/10.8 seconds



Braking
70-0/60-0/30-0mph
51.3/37.1/10.6m



Running costs
44.6mpg (on test)
£44 fill-up



Navigation

SAT-nav is standard on SE Navi, and gives cabin premium feel, but it adds £610 to price of SE – so it's costly next to rivals and aftermarket set-ups

Practicality 4.5/5

CONSIDERING its rivals, practicality is where the Jazz has to excel, but with a 354-litre boot, it's not the most spacious choice on test. However, the Honda has a trick up its sleeve in the form of Magic Seats. Not only does the split-folding rear bench fold totally flat, but with the backrests in place, the seatbases flip up cinema-style to give more flexibility inside.

Although the roomy interior doesn't have the most premium feel, the basic, functional layout means there's lots of storage. This includes a large tray and two cup-holders in front of the gearlever, a cup-holder to the right of the steering wheel, a good-sized glovebox, long, deep door bins and another trinket tray next to the handbrake.

Testers' notes

"The Honda might be pricier than its rivals here, but the brand boasts strong reliability. It finished fourth in that category in our Driver Power 2015 satisfaction survey – three places ahead of Skoda and 17 up on Nissan."



Dean Gibson Dep. road test editor

MODEL TESTED: Skoda Fabia
1.2 TSI 110 SE L
PRICE: £14,890
ENGINE: 1.2-litre 4cyl, 108bhp

AE THE Skoda Fabia has always been a value proposition, and although this well equipped 1.2 TSI SE L model is still the cheapest car here at £14,890, the Fabia's price has slowly crept up over the years. We test this model to find out if it still offers a strong level of kit for the money.

Styling 3.7/5

LIKE the rest of Skoda's range, the Fabia's design is based on evolution not revolution, taking the brand's sharp, angular and simple styling direction and applying it to its supermini.

As a result, the Fabia looks attractive and, even in the bright Rally Green metallic paint on our test car, relatively understated. There are no fake vents or overtly sporty bodykits – instead, there's a wide V-shaped grille flanked by a pair of square headlamps that deliver a striking front end, and a squat tail with solid-looking surfaces that give the Fabia a tough, but attractive appearance.

Often, the sides of a five-door supermini can look bland and unappealing, but while the Jazz has a heavily styled profile, the strong creases running back across the Fabia's doors from the front wings give a subtle dose of style. Plus, the rising window line at the rear and chunky C-pillars help visually shrink the Skoda's proportions. The 16-inch wheels fitted here complete the look.

The sharp design is continued inside, where the dash is simple and intuitive. But it still has a high-quality feel, with details like soft-touch materials and slick, piano black plastic with metal edging that puts the interiors of the Jazz and Note to shame.

Our SE L test car gets a strong tally of equipment as standard, too, including parking sensors, cruise and climate control, DAB and Bluetooth. While it has an edge over the Jazz's kit list in some respects, it doesn't get sat-nav as standard, unlike the Honda.

However, upgrading to this costs only £500 on the Fabia, and with this option the car still undercuts the Jazz's list price by £915, leaving some extra cash for other extras such as heated seats (£180) and metallic paint (£535). Even with these features, the Skoda is still the cheaper choice.

Driving 3.8/5

SKODA'S 1.2-litre four-cylinder engine delivers the most power on test, with 108bhp and a muscular 175Nm of torque being produced from 1,400rpm, thanks to a small turbocharger boosting the low-end and mid-range performance.

As a result, the Fabia was by far the fastest car at the track, accelerating from 0-60mph in 9.4 seconds. In-gear it was also quickest, holding an advantage of anywhere between two seconds and a healthy six seconds over the non-turbo three-cylinder Nissan.

The Skoda is also the best motorway cruiser – it pulls the lowest rpm at 70mph and has the highest top speed. It's more refined, with wind and road noise damped out nicely, as our meter readings show – but the car's talents extend far beyond this.

The ride quality is good, and despite having the shortest wheelbase of our three contenders, it's the most composed over bumps because of its plush damping, which gives impressive body control. It's still on the firm side, but it doesn't upset the comfort

Simple

FABIA continues brand's tradition for simple, yet attractive styling. Sharp creases on sides add interest, while squat tail gives a solid appearance



Skoda Fabia

too much – and although the suspension set-up is stiffer than the Honda and Nissan's, it's actually more controlled on all types of road surfaces.

This poise comes into its own when you point the Fabia through a series of bends, as the sharp steering and support from the dampers mean the car turns in sweetly and serves up more grip than its rivals here. It's no hot hatch, but you can drive the Skoda surprisingly quickly and it stands up to the task well, giving a lot more driving enjoyment than either the Honda or Nissan, which wilt under any sort of faster cornering.

Skoda says the current Fabia is based on the VW Group's MQB technology, but rather than the chassis, this comes in the form of the engines, safety systems and electronics, which makes the car's on-road performance even more impressive.

Ownership 4.5/5

WITH the standard Front Assist system bringing safety features such as autonomous braking, the new Fabia netted a full five-star score from Euro NCAP during its crash tests, giving lots of reassurance for owners. ESP and six airbags also come as standard, as does a speed limiter and – like the Honda and Nissan – Isofix child seat points for extra peace of mind.

In recent years, Skoda has performed strongly in our Driver Power satisfaction surveys, and its 2015 result was no different, coming home in third place overall. Although this was two places down on 2014, when it topped our table, the brand's consistency over the years has been incredibly impressive.

This makes Skoda by far the best brand for ownership here, although its dealer network finished seventh, trailing Honda's when it comes to aftersales. But both these companies were way ahead of more premium manufacturers, and





Handling

SKODA feels more controlled in corners than the Jazz and Note, thanks to sharp steering and grip. Well shape boot is smallest here, but will be perfectly adequate for most buyers



ia



CO₂/tax
110g/km
£20 or 17%



Practicality
Boot (seats up/down)
330/1,150 litres



Performance
0-60/30-70mph
9.4/9.0 seconds



Braking
70-0/60-0/30-0mph
49.7/35.5/10.0m



Running costs
46.1mpg (on test)
£50 fill-up



Materials

DASH has simple layout, but the materials have quality feel, with slick black surrounds for dials. Fabia is best cruiser, with lowest revs at 70mph

importantly in this test, much further up the rankings than volume seller Nissan's dealers.

Running costs 4.0/5

WHERE the Fabia really scores highly is with its residual values. Our experts predict it will retain an impressive 48 per cent of its purchase price and be worth the most after three years at £7,150.

That works out to depreciation of £7,740, which is £1,350 less than the Nissan (41.4 per cent residual value) and £1,466 less than the Honda (43.5 per cent), which is quite a gulf.

None of our test cars got close to their claimed fuel economy, but we recorded 46.1mpg at the pumps in the Fabia. Honda and Skoda claim identical 58.9mpg official figures, but the Fabia edged the Jazz's 44.6mpg result, which means it'll cost around £44 less to fuel over the course of 12 months according to our figures.

However, neither could match the Note's economy of 48.3mpg, which will save Nissan owners in the region of £104 over 12,000 miles' driving. Still, a bigger 45-litre fuel tank means the Fabia has the longest cruising range, at 456 miles – that's 20 miles further than the Note and a useful 64 miles further than the Jazz can travel.

Testers' notes

"If you need more space than this Skoda hatch offers, you can get a Fabia estate with a cavernous 530-litre boot. However, it'll cost you another £1,145 in 1.2 TSI SE L guise. Emissions are rated at the same 110g/km of CO₂, so running costs shouldn't be any different to the hatch, and as it falls into the same insurance group, the only real difference will be the purchase price."



James Disdale Road test editor

Practicality 4.3/5

THE Skoda has the smallest boot here at 330 litres, but it's not exactly cramped. It can't match the Jazz's 354-litre offering or Nissan's huge 411-litre load bay if you slide the rear seats all the way forward (325 litres if you maximise passenger space), but with a nice square space and only a small lip, it'll easily cope with day-to-day luggage.

That's also true of the interior, as there's lots of leg and headroom in the rear thanks to that high roofline, while plenty of storage – front and rear cup-holders, two large trays and big door bins in the front and back – mean the cabin has enough practicality to match the quality on offer. And then there are Skoda's 'Simply Clever' features (see Head to Head, Page 53).

Testers' notes

"The benefit of opting for the punchier 108bhp 1.2 TSI engine – apart from the extra performance – is that Skoda's DSG auto box is available. It'll set you back £1,000 for both the hatch and estate."



Dean Gibson Dep. road test editor

MODEL TESTED: Nissan Note 1.2 n-tec**PRICE:** £15,515 **ENGINE:** 1.2-litre 3cyl, 79bhp

AE BLENDING MPV practicality with supermini proportions, the Nissan Note offers space and versatility on a budget. In £15,515 n-tec spec tested here, it also brings an impressive level of safety kit to the table, while efficiency on paper trumps its rivals.

Styling 2.9/5

WITH a high roofline and flat rear hatch, it's obvious that the Nissan Note focuses on function rather than form. But like with the Jazz, Nissan's designers have spruced the Note's shape up in certain places to add some extra kerb appeal.

It's worked, in part, with sportier front and rear bumpers, side skirts and bigger alloys. Two mesh grilles and chrome accents around the badge and foglights contrast with the deep Ink Blue paintwork, while some angular styling lines flow nicely into the car's doors. These give an interesting look, but at the back, the Note's styling isn't quite as adventurous.

Apart from the sporty back bumper and angular light clusters, the Note's bootlid doesn't boast the striking design of the Fabia, which means it fades into the background next to the stylish Skoda and Honda, both in their bright paint colours. However, the matt silver mirror caps, chrome door handles and 16-inch alloy wheels help spice up its appearance.

Open the lightweight door and straight away it's obvious the Note can't match its rivals for premium appeal. Shut it behind you as you climb inside and it closes with a tinny clank. The cabin's main elements are made of harder plastic, so the dash and door cards aren't of the same high quality as the Fabia or Jazz's.

There's a large piano black centre console which houses the infotainment and climate control functions, with some silver plastic trim on its edges to brighten the cabin. This is reflected on the gearlever and surround, as well as the steering wheel and air vents – it works on the whole, but some buttons seem flimsy and don't have a quality feel.

However, on this £15,515 n-tec model sat-nav comes as standard, unlike on the Fabia. On top of this, although it does without parking sensors, the Nissan also boasts a reversing camera, climate control to match the Fabia and cruise control, just like both of its rivals here. Equipment is the Note's strong point. For the price, you get loads of kit as standard – this n-tec trim even comes with the brand's award-winning Safety Shield tech.

Driving 2.8/5

GIVEN the Nissan is 22bhp down on the Honda, it's impressive that it was only two-tenths slower from 0-60mph in our tests. However, it just shows how much the CVT gearbox hobbles the new car.

Unlike the downsized unit in the Fabia, the Note's 1.2-litre three-cylinder engine doesn't boast a turbocharger to add extra performance. Producing 79bhp, it's the least powerful and slowest car here. It's also the heaviest, although not by much at 1,124kg, which dulls the performance. This was obvious in the 30-70mph sprint through the gears, where the Note was 1.7 seconds slower than the Jazz and a considerable 3.5 seconds short of the Fabia's time.

A lack of torque compared to its rivals means the Note's in-gear acceleration lagged behind, too. With 110Nm produced relatively high up in the rev range, at 4,000rpm, the engine takes time to get into its stride. Plus, it turns over at 3,300rpm at 70mph, and when coupled with the rattly cabin, the car

Testers' notes

"The Note might not major on style, but if you want to add a personal touch to the look of the car, Nissan offers Design and Design Style packs at £249 each. Our n-tec spec car features the Design Style Pack as standard, bringing coloured door mirrors, while the regular Design additions include a splash of colour on the lower part of the front bumper and some extra trim on the bootlid. It helps brighten up the Note's anonymous looks."



James Disdale Road test editor

buzzes at motorway speeds, which doesn't make for a relaxing experience when driving long distances.

The engine and transmission need working hard to keep up with traffic, while throttle response is sluggish; push the Eco button and it's dulled even further. It means you have to rev the 1.2 engine, where it feels coarse, plus the five-speed manual gearbox's shift action is woolly and indistinct.

The steering is nicely weighted, but there's very little information relayed to the driver. So although the soft suspension gives decent body control, and the car feels safe and secure on country roads as well as motorways, the handling doesn't set the world on fire. We don't expect hot hatch performance from a practical five-door like this, but the dampers do struggle with bigger bumps and rough tarmac can upset the chassis, which sometimes disconcertingly alters the Note's line through corners.

Ownership 2.8/5

WHILE its rivals put in strong performances in our latest Driver Power satisfaction survey, Nissan finished way down the order. It took 28th position overall out of 32 manufacturers, while its dealer network only fared marginally better, in 25th place. Still, as the Note has 18,000-mile service intervals, drivers who cover lots of ground won't have to visit their dealer as frequently as with the other two cars.

The Nissan comes into its own with safety. Like the Fabia it gets a five-star Euro NCAP crash test rating, plus this n-tec model features blind spot and lane departure warning, as well as moving object detection as part of Nissan's Safety Shield technology. There's also a speed limiter, ESP, six airbags and a rear-view camera on the standard kit list.

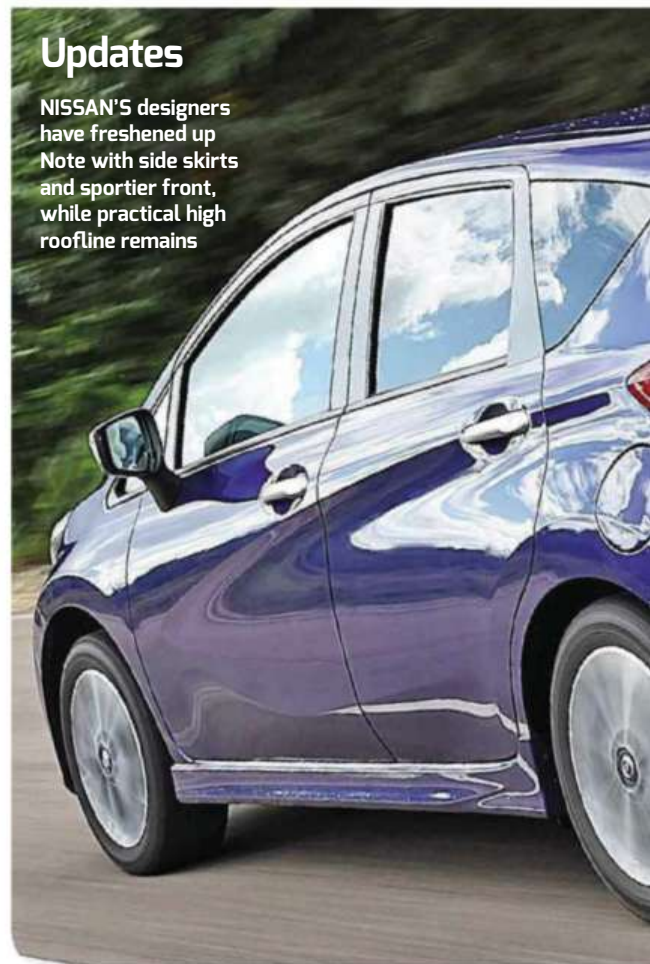
Running costs 4.1/5

THE Note is rated in insurance group seven – that's five and six groups lower than the Skoda and Honda respectively. However, this doesn't actually contribute to a saving on cover costs for our sample driver, who'll pay £354 per year to insure the Note. It's £58 cheaper than the premium for the Jazz, but the Fabia costs less to insure – we were quoted £339.

Along with those longer service intervals, routine maintenance will be cheaper on the Note. Although Nissan only quotes prices for individual services, the cost per year still works out cheaper, at £189, which helps bolster its budget-friendly running costs. For reference, the Skoda's yearly servicing outlay is £160, while the Honda will only set you back £139 every 12 months thanks to a good value service pack.

Updates

NISSAN'S designers have freshened up Note with side skirts and sportier front, while practical high roofline remains



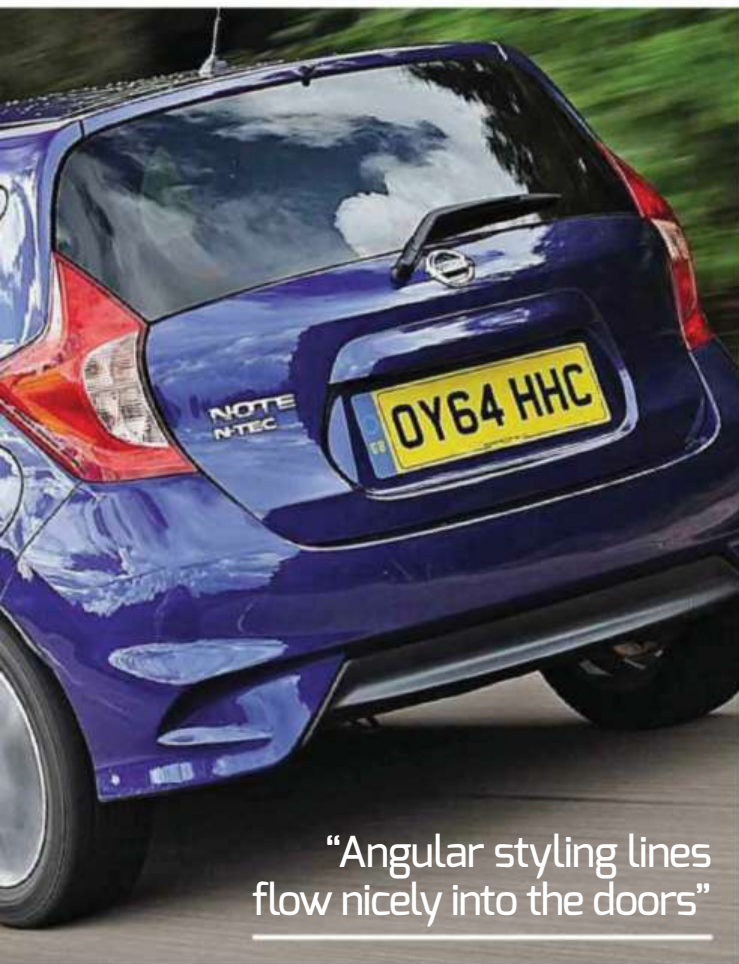
Nissan Note



Practicality 4.5/5

NISSAN'S rear bench isn't as clever as Honda's Magic Seats, but it does slide forward so you can maximise rear legroom or luggage space. That means there's anywhere between 325 and 411 litres on offer, but even with the seats forward, it's cramped in the back.

Still, for a supermini, the cabin is incredibly roomy, and there are some clever storage features, such as a twin glovebox. The Note also gets some under-floor storage in the boot as it comes with a tyre repair kit rather than a spare wheel. An adjustable height boot floor on the Skoda is a £110 option, showing the compact MPV-like breadth and flexibility of the Nissan.



"Angular styling lines flow nicely into the doors"



Handling NOTE is heaviest car here, which impacts performance, but soft suspension means it feels secure on country roads and motorways. Seats can be moved forward to maximise space



CO₂/tax
109g/km
£20 or 16%



Practicality
Boot (seats up/down)
325-411/1,495 litres



Performance
0-60/30-70mph
12.1/12.5 seconds



Braking
70-0/60-0/30-0mph
50.0/36.7/9.2m



Running costs
48.3mpg (on test)
£46 fill-up

te



Kit

THERE'S plenty of standard kit inside, but quality can't match Fabia's. Rear bench slides forward for extra space. Five-speed box hampers pace



HEAD TO HEAD

Design

JUST because you've plumped for a practical supermini doesn't mean you have to sacrifice style. But neither the Honda and Nissan is especially exciting to look at.

The Fabia is far more visually appealing with its chunky looks and squat, low stance – and that could be enough to drag customers towards Skoda's impressive dealerships.



Clever touches

SKODA'S designers have dotted plenty of 'Simply Clever' touches around the latest Fabia. These include an ice scraper hidden in the petrol flap and a clip in the window for parking tickets. You also get a bottle holder in the glovebox and a phone pocket on the side of the driver's seat.



Size

LOOKS and performance might be important, but practicality is just as crucial. At 4.1m long and with the longest wheelbase, the Note is roomiest with its flexible bench seat. The Jazz takes honours for boot space, but the Skoda is the best all-round combination.

Testers' notes

"Our trio aren't likely to tow huge loads, but if you do want to hitch a trailer, the Nissan won't win any awards as a tow car. Its towing capacity is only 430kg, while the Jazz can pull 1,000kg and the Fabia 1,100kg."



Sean Carson Senior road tester



Clean & protect your DPF!



4 Reasons to try STP® Diesel Particulate Filter Cleaner

- 1** STP® Diesel Particulate Filter Cleaner regenerates your DPF to prevent further soot building up.
- 2** If your DPF needs replacing it could cost you hundreds of pounds. STP® Diesel Particulate Filter Cleaner is RRP £9.99 and prevention is better than cure! Simply pour a bottle into your fuel tank every 1800 miles.
- 3** Your vehicle feels sluggish and you are keen to restore the power and acceleration you once enjoyed.
- 4** You are conscious about your exhaust emission levels within the Low Emission Zones.

It's cheaper than a mechanic

***Available from your local Halfords
only RRP £9.99!***

Figures

Skoda Fabia
1.2 TSI 110 SE L

Honda Jazz
SE Navi CVT

Nissan Note
1.2 n-tec


On-the-road price/total as tested	£14,890/£16,005	RESIDUAL VALUES SKODA has a significant resale value advantage, holding on to a superb 48 per cent of its price after three years. It's the cheapest car to buy and will depreciate the least, too.	£16,305/£17,100	SERVICING HONDA'S five-year pack is the best value for routine maintenance, but it's not enough to offset the disparity on purchase price.	£15,515/£16,015	INSURANCE DESPITE having the lowest group rating and lots of safety features, the Nissan is relatively costly to insure at £354 for our sample driver.
Residual value (after 3yrs/30,000)	£7,150/48.0% +		£7,099/43.5%		£6,425/41.4%	
Depreciation	£7,740		£9,206		£9,090	
Annual tax liability std/higher rate	£504/£1,009		£553/£1,105		£495/£989	
Annual fuel cost (12k/20k miles)	£1,316/£2,194	DISTANCE DRIVING LOWER revs at motorway speeds, a greater cruising range and strong refinement make the Fabia the best at munching miles.	£1,360/£2,267	BIGGEST BOOT WITH the rear seats in place, the Jazz boasts the largest boot volume. On top of this, Magic Seats are a clever touch that help to make loading up with luggage easy.	£1,256/£2,094	SAFETY IMPRESSIVE tally of safety tech makes the Note a reassuring choice, but it lacks the autonomous braking functions of its rivals.
Ins. group/quote/road tax band/cost	12/£339/B/£20		13/£412/C/£30		7/£354/B/£20 +	
Cost of 1st/2nd/3rd service	£479 (3yrs/30,000)		£695 (5yrs/62,500) +		£159/£249/£159	
Length/wheelbase	3,992/2,470mm		3,995/2,530mm		4,100/2,600mm	
Height/width	1,467/1,732mm	DRIVER POWER AS Skoda scores consistently well in our satisfaction survey, life with the Fabia should be relatively stress free.	1,550/1,694mm	EURO NCAP THE Honda hasn't yet been crash tested, but with safety kit to match its rivals, we'd expect a strong star rating.	1,530/1,695mm	POWER THE Nissan's lack of power and torque next to the turbocharged Skoda in particular really shows out on the road.
Engine	4cyl in-line/1,197cc		4cyl in-line/1,318cc		3cyl in-line/1,198cc	
Peak power	108/4,600 bhp/rpm +		101/6,000 bhp/rpm		79/6,000 bhp/rpm	
Peak torque	175/1,400 Nm/rpm		123/5,000 Nm/rpm		110/4,000 Nm/rpm	
Transmission	6-spd man/fwd	EQUIPMENT THE Skoda and Nissan feature climate control, but to get this kit on the Jazz you'll have to upgrade to the top-spec EX or EX Navi models.	CVT auto/fwd		5-spd man/fwd	
Fuel tank capacity/spare wheel	45 litres/repair kit		40 litres/repair kit		41 litres/repair kit	
Boot capacity (seats up/down)	330/1,150 litres		354/1,314 litres +		325-411/1,495 litres	
Kerbweight/payload/towing weight	1,054/530/1,100kg		1,098/473/1,000kg		1,124/395/430kg	
Turning circle/drag coefficient	9.8 metres/0.33Cd		10.8 metres/N/A		10.7 metres/0.30Cd	
Basic warranty (miles)/recovery	3yrs (60,000)/3yrs		3yrs (60,000)/3yrs		3yrs (60,000)/3yrs	
Service intervals/UK dealers	10,000 (1yr)/135		12,500 (1yr)/196		18,000 (1yr)/225	
Driver Power manufacturer/dealer pos.	3rd/7th +		18th/4th		28th/25th	
NCAP: Adult/child/ped./assist/stars	81/81/69/69/5		N/A +		86/82/58/70/5 +	
0-60/30-70mph	9.4/9.0 secs		11.9/10.8 secs		12.1/12.5 secs +	
30-50mph in 3rd/4th	4.5/6.5 secs		4.0 secs (kickdown)		6.6/10.1 secs	
50-70mph in 5th/6th	10.0/14.2 secs		6.7 secs (kickdown)		10.7/16.4 s (4th/5th)	
Top speed/rpm at 70mph	122mph/2,250rpm		113mph/2,500rpm		105mph/3,000rpm	
Braking 70-0/60-0/30-0mph	49.7/35.5/10.0m		51.3/37.1/10.6m		50.0/36.7/9.2m	
Noise levels outside/idle/30/70mph	71/51/65/71dB		65/51/65/72dB		68/53/67/72dB	
Auto Express econ (mpg/impl)/range	46.1/10.2/456 miles		44.6/9.9/392 miles		48.3/10.7/436 miles	
Govt urban/extra-urban/combined	46.3/68.9/58.9mpg		52.3/64.2/58.9mpg		47.9/70.6/60.1mpg	
Govt urban/extra-urban/combined	10.2/15.2/13.0mpl		11.5/14.1/13.0mpl		10.5/15.5/13.2mpl	
Actual/claimed CO ₂ /tax bracket	142/110g/km/17%		146/111g/km/17%		135/109g/km/16%	
Airbags/Isofix/park sensors/camera	Six/yes/yes/no		Six/yes/yes/no		Six/yes/no/yes	
Auto gearbox/stability/cruise control	£1,000/yes/yes		Yes/yes/yes		No/yes/yes	
Climate control/leather/heated seats	Yes/no/£180		No/no/no +		Yes/yes/yes	
Metallic paint/xenons/keyless go	£535/no/no		£500/no/no		£500/no/no	
Sat-nav/USB/DAB radio/Bluetooth	£500/yes/yes/yes		Yes/yes/yes/yes		Yes/yes/yes/yes	

Results

SKODA

SUPERIOR performance, strong practicality and affordable running costs see the Fabia finish first. It's the most premium choice here and the cheapest. While that might mean you'll have to add options to match rivals' kit, it'll still be the most cost-effective way of tapping into lots of flexibility in the best-driving chassis. Skoda's excellent aftersales service is the icing on the cake.



1st

HONDA

THIS third-generation Jazz is a definite improvement, even though the 1.3-litre engine feels strained next to the Skoda's 1.2. It'd be better with a manual box, but then efficiency takes a turn for the worse. The Jazz rescues things with strong safety kit and a good brand image. However, a high price, expensive running costs and a lower equipment spec see it fall short.



2nd

NISSAN

IT might not set pulses racing, but the Note is a solid performer. Trouble is, in this company that's not enough. The sliding rear seat boosts usability, yet it's expensive and feels less upmarket than the Skoda. Plus, the Note's lower CO₂ emissions are countered by poorer predicted residuals and high insurance costs. A dull powertrain and bland styling see it relegated to last place.



3rd

SAME PRICE

Other options for similar money...

NEW: Ford B-MAX 1.0 EcoBoost Titanium
PRICE: £16,195 **ENGINE:** 1.0-litre 3cyl, 98bhp

FORD'S three-cylinder turbo has lots of torque, so the B-MAX is faster than its power output suggests. Plus, for a similar price in Titanium trim you get lots of kit. There's also more practicality thanks to the pillarless sliding doors.



USED: MINI Cooper Clubman 1.6
PRICE: £14,500 **ENGINE:** 1.6-litre 4cyl, 118bhp

THIS budget will buy you a well equipped, low-mileage, used MINI Clubman. This 1.6 Cooper fits the bill thanks to its premium badge and extra practicality over a hatch. Just watch for the third door, as it opens on the road rather than pavement side.

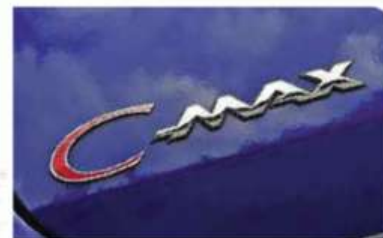




Family friends

Has Ford's new five-seater C-MAX got what it takes to win the people carrier space race? We pitch it against Citroen's class-leading C4 Picasso

Pictures: Otis Clay Location: Chitterne, Wiltshire



Ford C-MAX Titanium X 2.0 TDCi PowerShift

Price: £26,145

Engine: 2.0-litre 4cyl turbodiesel, 148bhp

0-60mph: 9.2 seconds

Test economy: 42.2mpg/9.3mpl

CO₂: 124g/km **Annual road tax:** £110



Citroen C4 Picasso BlueHDi 120 EAT6 Exclusiv+

Price: £25,795

Engine: 1.6-litre 4cyl turbodiesel, 118bhp

0-60mph: 10.8 seconds

Test economy: 50.0mpg/11.0mpl

CO₂: 101g/km **Annual road tax:** £20

AE PEOPLE carriers have fallen out of favour over the last few years, as the rise of the crossover continues unabated.

For many car buyers, the boxy bodystyles can't compete with SUVs, which offer more svelte style and a similar amount of space at the same price. However, the class isn't dead yet, and Ford is aiming to prove this with its facelifted five-seat C-MAX.

The new car benefits from the same upgrades as the revised Focus, which means that along with a few subtle styling updates and some mechanical enhancements, the C-MAX gets Ford's much-improved SYNC2 infotainment system. However, it'll have its work cut out here, as it's going up against a tough rival.

The Citroen C4 Picasso is our favourite five-seat MPV and has received plenty of commendations in its class over recent years at the Auto Express New Car Awards.

Up until now, the Picasso has topped the people carrier sector thanks to an unmatched blend of design, efficiency, space and affordability. But can it still reign supreme against the new C-MAX when it comes to family focused flexibility?

MODEL TESTED: Ford C-MAX Titanium X 2.0 TDCi PowerShift
PRICE: £26,145 **ENGINE:** 2.0-litre 4cyl, 148bhp

AE THE old Ford C-MAX was always great to drive, but it lacked that last degree of practicality and wasn't as stylish as many of its rivals. So to see if Ford has worked some magic with its updates, we test the new top-spec £26,145 2.0 TDCi Titanium X auto.

Styling 3.6/5

FIRST impressions say it's not that successful, as it's difficult to spot the differences on this new C-MAX. Look closely, though, and you'll see more chiselled headlamps and a sharper front bumper that houses the squarer foglights. The sporty, trapezoidal grille has been squashed further to tighten up the appearance from the front, along with a redesigned bonnet. Meanwhile, at the rear, the simpler boot design provides a more solid look.

The back bumper sits quite low, which is good for practicality, plus the LED tail-lights are mounted higher up to give the car a sportier stance. Ford's designers have gently teased the wheelarches out from the body for some extra visual muscle, while a sharp crease rising up from the front wheels to the rear light clusters makes this one of the most dynamic-looking MPVs on the market.

Ford has redesigned the C-MAX on the back of feedback from customers about the old model. Climb inside, and you're met by a more logical centre console design, featuring a big storage bin with adjustable dividers. However, the dash will be familiar if you've ever sat in an older-generation C-MAX – the climate controls are located lower down in front of the gearlever, while above this on our top-spec Titanium X test car, Ford's new SYNC2 multimedia system has been installed.

There's a handy ledge to rest your fingers when operating the touchscreen, and the positives don't end there. Compared to the small display set way back in the dash on the previous car, this new eight-inch unit is much more intuitive. It's clear that the car wasn't designed with this set-up in mind, though, because there's lots of bland black plastic used to shield the screen from the sun.

As this 148bhp 2.0 TDCi Titanium X model costs £26,145, you'd expect there to be lots of standard kit – and Ford hasn't let the side down. As well as SYNC2 with DAB and Bluetooth, it gets xenon lights, heated seats, climate and cruise control. However, parking sensors are a £225 extra, while metallic paint is £525. If you want leather, add £600, while sat-nav is £250.

Driving 4.0/5

THE old C-MAX excelled on the road, and Ford has managed to make the new car even better. Steering is as sharp as in any other MPV, which makes it surprisingly engaging. The car's damping feels plush and controlled, too, softening potholes well but still giving lots of support and control in corners. Yet despite the firmer suspension set-up, it's actually marginally more comfortable than the C4 Picasso, mainly because big bumps don't thump through the suspension as much and upset the body.

Ford's 2.0-litre turbodiesel engine offers a good spread of power and torque. With its 148bhp and 370Nm of torque, it pulls smoothly, and the PowerShift dual-clutch automatic makes the most of the performance on offer. This was shown with the C-MAX's in-gear speed, where it took 3.7 seconds to accelerate from 30-50mph in third. Maximum power is achieved relatively high up, though, so you

Testers' notes

"If you're after a hi-tech MPV, you can also specify Ford's Active Park Assist system that can reverse into kerbside spaces and bays for you. Park Out will get you back on the road, but if you don't want to stretch to the £525 Convenience Pack, a £165 reversing camera is also available. It's a shame that the C-MAX doesn't feature sliding doors for easier access like the smaller B-MAX and larger seven-seat Grand C-MAX, though."



James Disdale Road test editor

can still rev the engine out if you want even more go. Naturally, things get a bit noisier here, but the 9.2-second 0-60mph time demonstrates the 2.0-litre's eagerness. Plus, the fact it accelerated from 30-70mph through the gears in 9.1 seconds shows its flexibility.

The auto gearbox is good as well, shuffling ratios with a focus on comfort and refinement rather than speed. There is a Sport mode that sharpens up its response to the throttle, while a rocker switch mounted on the gearlever enables you to take manual control. It's fiddly to work, though.

Ford has added thicker glass, more sound deadening and revised engine mounts to try and tune out unwanted noise and vibration – and while the new C-MAX is more refined, it's still no more relaxing on the move than the Picasso.

Ownership 3.6/5

VOLUME brand Ford has 781 franchises located across Britain, so you won't have to travel far to get your car serviced. Yet the company's 26th-place finish for dealer satisfaction was only six from bottom in our Driver Power 2015 survey. Ford didn't fare much better in the overall standings, coming home in 25th spot – five places short of Citroen.

However, the previous C-MAX was voted the 80th best car to own in our top 200, with owners praising the handling, ride quality and tech. And as Ford has improved on all these points in this model, expect it to be even better to live with.

No structural changes were made as part of the updates, so the C-MAX's full five-star Euro NCAP safety rating remains. Six airbags, ESP and a tyre pressure monitor come as standard. The £550 Driver Assistance Pack adds the brand's improved autonomous braking feature (£200 on its own), lane keep assist and departure warning, traffic sign recognition and auto high-beam lights. Adaptive cruise control is available for £550.

Running costs 3.8/5

THE car's slightly higher price is offset by marginally stronger predicted residual values, according to our experts, as the Ford will depreciate less and be worth £11,093 after three years compared to the C4 Picasso's predicted value of £10,674. However, the C-MAX can't compete when it comes to VED or company car tax due to its higher CO₂ emissions of 124g/km.

This means road tax will cost £110 per year, while higher-rate business users will have £743 more taken out of their annual salary to run the Ford, at £2,296, rather than £1,853 for the Citroen.



Ford C-MAX





Handling

NEW model retains fun-to-drive characteristics of old car, as it's engaging in bends. With 17-inch wheels, our C-MAX balances grip and comfort



MAX



CO₂/tax
124g/km
£110 or 22%



Practicality
Boot (seats up/down)
432/1,684 litres



Performance
0-60/30-70mph
9.2/9.1 seconds



Braking
70-0/60-0/30-0mph
53.1/38.5/9.9m



Running costs
42.2mpg (on test)
£66 fill-up



Gearbox

SIX-speed twin-clutch box shifts eagerly, but front, rear and boot space are no match for C4 Picasso's



Practicality 3.9/5

BOOT space is a big part of any MPV, but the C-MAX's 432-litre capacity is nearly 100 litres down on the C4's with the seats in place. It's not as flexible inside, either; rear legroom is tighter, and while the seats fold and the bases flip up, the 1,684-litre load space isn't flat.

Storage is good thanks to the redesigned centre console, with its big cubby, plus the glovebox is a better shape. The deep door bins are also handy, as is a 12V socket in the rear, while there is a fold-out observation mirror in the roof above the driver and passenger. Yet the space-saver spare wheel cuts down on extra storage, whereas the Citroen gets a tyre repair kit and more room to stow items out of sight – although opting for a repair kit on the Ford boosts capacity to 627 litres.

Testers' notes

"Ford's SYNC2 system majors on being easy to use, and while rival units with voice control can be frustrating, the C-MAX's software is advanced and lets you rattle off a phone number to call or program the sat-nav."



Dean Gibson Dep. road test editor

MODEL TESTED: Citroen C4 Picasso BlueHDi 120 EAT6 Exclusiv+
PRICE: £25,795 **ENGINE:** 1.6-litre 4cyl, 118bhp

AE CITROEN'S C4 Picasso went straight in at the sharp end of the MPV market when it was launched in 2013 thanks to its dash of design flair. Efficient engines, lots of space, eye-catching styling and affordable prices make it an appealing car, but is it still the class leader? We test the £25,795 BlueHDi 1.6 diesel auto in top Exclusiv+ trim to find out.

Styling 4.1/5

At first glance, the C4 Picasso's shape is unusual, but that's not a bad thing. It proves that style can come in many different forms, and thanks to the car's design elements, there's lots to grab your attention here. At the front, Citroen has separated the headlamps, with two thin LED daytime running light strips underneath a silver strip. This runs the width of the car and forms the brand's double chevron badge in the middle of the grille along with another bright strip.

The short bonnet runs into a large windscreen that takes up more roof space than on the Ford, and that provides an airy feel in the front. Like the C-MAX, there's also a panoramic glass roof fitted as standard, although it's larger than in its rival and fills the cabin with more light. The interesting design is continued at the back, with a sloping silver C-pillar and a black wraparound rear screen that makes the rear of the roof look like it's floating. The 3D-effect LED tail-light clusters are mounted on the rounded tailgate, and this creates a wide boot opening.

Inside, our top-spec model feels plush and more upmarket than the C-MAX, but it's practical, too: there's a huge central bin between the front seats, a pair of cup-holders and another trinket tray in front of that. Under the handbrake switch is a big cubby featuring the car's multimedia connectivity ports.

Leather is a £1,750 optional extra (compared to £600 on the Ford), but you also get electronically adjustable heated seats for that money. You don't necessarily need them, though, as the cabin has a high-quality feel anyway. That's thanks to the soft-touch plastics covering the dashboard and the hi-tech twin screen set-up.

The lower touchscreen controls everything from the entertainment system to climate and navigation, while the top unit displays driving data. Plus, as it's customisable, you can even display your own pictures.

This 1.6 diesel model in Exclusiv+ trim is closest on price to the top-spec Ford, with just £350 between them. And although you get a more powerful engine in the pricier C-MAX, the Citroen has a more generous level of equipment. Parking sensors and a reversing camera are standard, as are adaptive cruise and climate control. In addition, there are massage seats, keyless go, sat-nav, USB, a DAB radio and Bluetooth.

Our test car was also specified with the £300 Serenity Pack – which adds automatic high-beam lights and lane departure warning – metallic paint (£520) and Citroen's £450 Park Assist 360 self-parking system. This takes the total to £27,065, or £1,180 less than the Ford's as tested price.

Driving 3.7/5

WITH its smaller 118bhp engine, the C4 Picasso is giving away 30bhp and 70Nm of torque to the C-MAX, so it's no surprise it wasn't quite as fast in our performance tests. Still, the Citroen put up a good fight, taking 10.8 seconds to accelerate from 0-60mph. Its in-gear times weren't too far away from the Ford's either, clocking 9.4

Testers' notes

"If you want more power than in this 1.6, there's a 2.0-litre BlueHDi turbodiesel that matches the C-MAX's 148bhp output. The auto box still isn't quite as good, but this higher-powered engine gives more punch for overtaking. At £26,760, it's £615 more than the Ford, but as it emits 115g/km of CO₂, it's still more efficient on paper and should therefore be cheaper to run – retaining one of the C4 Picasso's major advantages."



James Disdale Road test editor

and 13.6 seconds to race from 50-70mph in fifth and sixth gears respectively.

Out on the road, this level of performance is adequate, and thanks to the car's softer ride, you never feel like driving quite as hard as in the Ford. The controls aren't as precise as its rival's, but the C4 Picasso still clings on well in bends and is an excellent long-distance cruiser due to the high levels of comfort and strong refinement, as our noise readings show.

The relaxing drive is helped by the conventional six-speed automatic gearbox. It's not quite as swift to shift as the Ford's dual-clutch unit and holds on to gears a fraction too long, but it's smooth when the changes do come. It's also a vast improvement on the old ETG6 robotised manual transmission, which was jerky and dim-witted.

With shift paddles, the manual mode is much easier to work than in its rival, while the selector stalk mounted on the top of the steering column harks back nicely to Citroen's heritage – cars like the classic DS used a similar set-up. Finally, the Picasso was marginally better on the brakes than the C-MAX, although it's worth pointing out our stopping tests were conducted in wet conditions.

Ownership 4.0/5

CITROEN performed better than Ford in the manufacturer and dealer charts of our Driver Power 2015 satisfaction survey. The brand finished 20th overall and its garages placed an impressive ninth. The current C4 just beat the old C-MAX in our top 200 cars to own, placing 77th, with owners praising its affordable running costs and good practicality.

Plus, it's a top performer when it comes to safety – achieving a full five-star Euro NCAP crash test rating. It matches the Ford's level of tech with six airbags and ESP, while it also has forward collision alert and blind spot monitoring. Features from the Serenity Park only add to the car's safety credentials.

Running costs 4.2/5

THE C4 Picasso's financial hold over the C-MAX isn't just limited to its price advantage. On test, the Citroen returned 50mpg, while the Ford languished behind on 42.2mpg. The brand also offers an affordable three-year servicing deal for £400, whereas its rival's identical-length maintenance pack is more expensive, at £590.

The C4 is rated seven insurance groups lower, in group 20, yet our sample driver's annual premium surprisingly works out £23 more expensive, at £603.



On the road

CITROEN gives best to the Ford when it comes to power and acceleration, but it's just as relaxing as a long-distance cruiser. Refinement is excellent, while the car is comfortable and smooth at speed

Citroen C4



Practicality 4.2/5

THE C4 Picasso cements its status as a family MPV with Isofix mounting points in all the rear seats; the C-MAX only gets them on the outer back seats. Other helpful features include rear picnic tables, a pop-out torch in the boot and the huge front quarter light windows, which provide a great view at junctions. There's also handy hidden storage in the rear footwells.

With no transmission tunnel, there's loads of legroom in the back, so even tall adults will be comfortable. The individual rear seats slide back and forth, as well as folding almost flat to reveal a 1,851-litre load bay. That's 167 litres bigger than the maximum in the Ford, while the boot is 105 litres larger with the seats in place.



Picasso



CO₂/tax

101g/km
£20 or 18%



Practicality

Boot (seats up/down)
537-630/1,851 litres



Performance

0-60/30-70mph
10.8/11.5 seconds



Braking

70-0/60-0/30-0mph
50.8/34.5/9.3m



Running costs

50.0mpg (on test)
£60 fill-up

Grip

C4 Picasso clings on well in corners, while the six-speed automatic gearbox shifts smoothly

HEAD TO HEAD

Infotainment

FORD has addressed one of the major flaws of the old C-MAX with its new multimedia system. But the Citroen's twin-screen set-up (below) still works well – split between a widescreen display up top and a touchscreen below.

It might not be quite as quick or user-friendly as the Ford's unit, but it's visible from every seat, which is a nice touch.



Design

PARKED side-by-side, it's the older Citroen that looks like the fresher-faced car, even with the Ford's design alterations. This proves that buying an MPV doesn't mean you're limited to bland boxes. The C4's design is unusual and attracts attention, but it works ergonomically.



Flexibility

OUR C-MAX was fitted with a hands-free power tailgate. Wave your foot under the bumper, and it opens automatically – it's just a shame the space revealed isn't as practical. The same feature isn't available on the C4 Picasso, although the tailgate is powered.



Interior

EACH rear seat gets Isofix mount, while panoramic roof lets in more light than Ford's; fold-out tables in rear are useful for families, as is vast 1,851-litre boot



Testers' notes

"Unlike in the Ford, autonomous braking isn't available as an option on the Citroen, yet it offers more for less in every other aspect over its rival. The C4 Picasso can tow up to 1,600kg – 100kg more than the C-MAX."



Sean Carson Senior road tester

***NEW MICHELIN CROSSCLIMATE TYRE.
ARM YOURSELF FOR EVERY WEATHER CONDITION.
NOW AVAILABLE AT ATS EUROMASTER.***



A MAJOR INNOVATION

Michelin creates CrossClimate, the first tyre able to cope with unexpected weather due to its revolutionary performance in dry braking, wet grip ("A" rating for wet braking) and traction on snow (certified 3PMSF for performance on snow).



Visit atseuromaster.co.uk
for more details.



Figures

**Citroen C4 Picasso
BlueHDi 120
EAT6 Exclusiv***



**Ford C-MAX
Titanium X 2.0
TDCi PowerShift**



On-the-road price/total as tested	£25,795/£27,065	DEPRECIATION WHILE the Citroen isn't predicted to retain as much value as the Ford, depreciation is roughly equal as it's cheaper to buy.	£26,145/£28,245	POWER STRONG engine means C-MAX has a performance advantage over the C4 Picasso, but there is a 148bhp 2.0-litre option for the Citroen.
Residual value (after 3yrs/30,000)	£10,674/41.4%		£11,093/42.4%	
Depreciation	£15,121		£15,052	
Annual tax liability std/higher rate	£927/£1,853		£1,148/£2,296	
Annual fuel cost (12k/20k miles)	£1,197/£1,994		£1,418/£2,363	
Ins. group/quote/road tax band/cost	20/£603/B/£20	SERVICING PACK RUNNING costs are a strong suit of the C4 Picasso, and its cheap servicing pack is a big part of that – undercutting Ford's similar scheme by £190.	27/£580/D/£110	DRIVER POWER FORD didn't fare well in the makers' or dealers' charts in Driver Power 2015, and the old C-MAX wasn't rated highly by owners, either. In contrast, the Citroen was voted the second-best MPV to live with.
Servicing costs	£400 (3yrs)		£590 (3yrs)	
Length/wheelbase	4,428/2,785mm		4,380/2,702mm	
Height/width	1,625/1,826mm		1,626/1,828mm	
Engine	4cyl in-line/1,560cc		4cyl in-line/1,499cc	
Peak power	118/3,500 bhp/rpm	REFINEMENT THERE'S no doubt Ford has improved the C-MAX's refinement, but our noise readings show the Citroen is just as quiet on a cruise.	148/6,000 bhp/rpm	EMISSIONS PUNCHY TDCi engine emits 124g/km of CO ₂ – even Citroen's 2.0-litre is much cleaner, at 115g/km. Still, the 1.6-litre C4's 101g/km emissions are impressive.
Peak torque	300/1,750 Nm/rpm		370/1,600 Nm/rpm	
Transmission	6-spd auto/fwd		6-spd auto/fwd	
Fuel tank capacity/spare wheel	55 litres/repair kit		60 litres/space-saver	
Boot capacity (seats up/down)	537-630/1,851 litres		432/1,684 litres	
Kerbweight/payload/towing weight	1,555/420/1,600kg	EQUIPMENT EXCLUSIV* models get all the kit you could ever want, including sat-nav and premium features such as massage seats and adaptive cruise.	1,519/531/1,500kg	
Turning circle/drag coefficient	10.8 metres/N/A		10.7 metres/N/A	
Basic warranty (miles)/recovery	3yrs (60,000)/1yr		3yrs (60,000)/1yr	
Service intervals/UK dealers	20,000 miles (1yr)/196		12,500 miles (1yr)/781	
Driver Power manufacturer/dealer pos.	20th/9th		25th/26th	
NCAP: Adult/child/ped./assist/stars	86/88/68/81/5 (2013)		92/83/50/71/5 (2010)	
0-60/30-70mph	10.8/11.5 seconds		9.2/9.1 seconds	
30-50mph in 3rd/4th	4.3/5.5 seconds		3.7/5.6 seconds	
50-70mph in 5th/6th	9.4/13.6 seconds		9.0/12.1 seconds	
Top speed/rpm at 70mph	117mph/2,000rpm		126mph/1,700rpm	
Braking 70-0/60-0/30-0mph	50.8/34.5/9.3m		53.1/38.5/9.9m	
Noise levels outside/idle/30/70mph	73/52/63/70dB		79/54/65/71dB	
Auto Express econ (mpg/impl)/range	50.0/11.0/605 miles		42.2/9.3/557 miles	
Govt urban/extra-urban/combined	64.2/78.5/72.4mpg		51.4/64.2/58.9mpg	
Govt urban/extra-urban/combined	14.1/17.3/15.9mpl		11.3/14.1/13.0mpl	
Actual/claimed CO ₂ /tax bracket	151/101g/km/18%		179/124g/km/22%	
Airbags/Isofix/parking sens/camera	Six/yes/yes/yes		Six/yes/£225/£165	
Automatic box/stability/cruise control	Yes/yes/yes		Yes/yes/yes	
Climate control/leather/heated seats	Yes/£1,750*/£1,750*		Yes/£600/yes	
Metallic paint/xenon lights/keyless go	£520 /£750/yes		£525 /yes/ £700	
Sat-nav/USB/DAB radio/Bluetooth	Yes/yes/yes/yes		£250 /yes/yes/yes	

Deals & discounts

Facts, figures and advice powered by carbuyer.co.uk

carbuyer
.co.uk

FORD is currently running a promotion on C-MAX Zetec models, adding sat-nav as part of the SYNC2 system for £299 – a £201 saving.

On Options finance, this works out to 35 monthly payments of £219 with a customer deposit of £3,807, but Ford will also contribute £1,450. Interest is charged at 3.8 per cent and there's an optional final sum of £6,481.

As a big volume seller, the brand will have plenty of deals for cash buyers. You should be able to negotiate a discount at a dealer, yet with a little bit of shopping round online, we found a 2.0 TDCi Titanium X PowerShift for £21,612 – that's a £4,533 reduction on the list price.

Savings on the C4 Picasso are even better, and new car broker buyacar.co.uk is offering a £5,948 discount on the list price of the slightly lower spec but more powerful 2.0-litre BlueHDi Exclusiv auto.

You can get it for the same £19,847 price on finance, with 48 monthly payments of £313. It means a £1,980 deposit, with interest at 7.9 per cent. There's an optional final payment of £6,772, but the total amount is less than you'll pay for the Ford.

Results

CITROEN

AN MPV is about practicality and versatility, and it's here where the C4 Picasso excels. It has a bigger boot than the Ford in five-seat form, more room inside and a host of clever touches that make family life easy. Plus, it's a more wallet-friendly proposition than the C-MAX. And although it's slower, this 1.6 diesel auto car still offers enough performance to work in the real world.



1st

FORD

IT might still be the class leader for driver appeal, but the C-MAX simply can't match the Citroen's level of flexibility, efficiency and style. There's no doubt this is an improvement on the old model, with spruced-up styling and extra tech adding more appeal, but unfortunately for Ford, the funkier Picasso has more substance to match its style, which is where it counts.



2nd

*Part of Nappa leather option. In red = equipment fitted to our test car. Insurance quotes from AA (Tel 0800 107 0680 or www.theAA.com) for a 42-year-old living in Banbury, Oxon, with three penalty points. Residual values provided by CDL VIP Data.

RIVALS

Other options in this category...

Toyota Verso Excel 1.6 D-4D
PRICE: £24,495 ENGINE: 1.6-litre 4cyl, 109bhp

THE cheaper Toyota boasts two extra seats over our test cars. You can leave these folded if boot space is a priority, but it's still useful to have them. Excel trim gets kit to match its rivals, but there's no auto option on the D-4D.



SEAT Leon ST FR 2.0 TDI 150 DSG
PRICE: £24,700 ENGINE: 2.0-litre 4cyl, 148bhp

YOU could make a saving and go for a top-spec SEAT Leon estate instead. The 148bhp TDI is punchy and efficient, plus the DSG auto is one of the best around. A roomy cabin and a 587-litre boot mean it's practical, too.



Our cars



Dawn Grant
Dawn_Grant@dennis.co.uk

AE WORKING for a car magazine based in central London presents a variety of challenges, but when it came to collecting our new Fiat 500X, things went in my favour for once. You see, Fiat's flagship dealer, Motor Village Marylebone, is located just around the corner from Selfridges in Oxford Street, and only a stone's throw from our office.

Indeed, I pass Motor Village regularly on my daily commute, and I've always thought the showroom looked impressive – its stylish interior and location mean it's the perfect place to show off the 500 city car. However, when we arrived, the floor that's usually full of 500s had an addition in the shape of our 500X Pop Star model.

I wasn't immediately won over by the car's styling, but it quickly grew on me. I think Fiat's designers have done a good job of retaining the DNA of the retro 500 while giving it the right look to tap into the popular crossover market.

This is reinforced by the X's rounded headlamps, two-tone front seats and the body-coloured dashboard trim. One of my colleagues has called the Fiat 'girly', but I think that's more a consequence of our car's Art Grey paint. You see, it's not really grey, as there's a hint of pink in some lights and cream in others. One thing's for sure, hardly anybody thinks it's grey.

Seats

Irrespective of other people's opinions, I quite like the two-tone seats and body-coloured dash panel. They add a classy feel; I'm just hoping that the cream trim can withstand the rigours of winter without showing up too many dirty marks.

While I was at Motor Village, sales controller Theo Fouche took the opportunity to show me some of the 500X's highlights. It's certainly packed with tech, although most of the kit on our car is optional. Even before you get inside, there's keyless entry (part of the £250 Comfort Pack) and the boot has a space-saver spare wheel and tool kit.

We've also added the Nav Pack (£1,000), which includes a 6.5-inch touchscreen, DAB radio with Bluetooth and sat-nav, an SD Card slot and an extra USB port in the front armrest. The latter is there so rear passengers can plug in their devices, too.

Not only is the touchscreen easy to use, but everything can be operated via the steering wheel buttons or voice control – although without Theo pointing this out, it might have taken me a while to spot that the volume control for the stereo is hidden on the underside of the chunky steering wheel.

One piece of kit that comes as standard is the Drive Mood selector. It features Auto, Sport and All Weather modes, and Theo recommended the latter for winter, saying it sharpens the car's reactions without dulling the performance.

Another extra we specified is the Dynamic Safety Plus Pack, which includes lane departure warning, blind spot detection and a rear-view camera. The latter works in conjunction with the



Fiat 500X

FIRST REPORT Stylish new crossover's life on our fleet gets off to a positive start

standard parking sensors, and will definitely be handy around town.

Once Theo had finished showing me around, I was good to go. Staff opened the double doors to Motor Village, and off I went into busy London traffic. At least it's started where it means to go on...

"I wasn't immediately won over by the 500X's styling, but it quickly grew on me"



Motor Village's Theo Fouche talks Dawn through interior's features, including DAB



INTERIOR

Cabin will be familiar to 500 owners, with plenty of retro styling cues present. Body-coloured trim panel across dash is a nice touch

BOOT SPACE

Rear seats fold to expand load capacity from 245 litres to 910 litres. Space-saver spare wheel is fitted under the boot floor



Derek Goard



CO₂/tax
139g/km
£130 or 22%



Practicality
Boot (seats up/dn)
350/1,000 litres



Running costs
36.1mpg (on test)
£53 fill-up

Second opinion

"Fiat offers two flavours of 500X: the City Look or the Off-Road Look. Our model is the former, and apes the 500 city car range by coming in Pop, Pop Star and Lounge trims. The Off-Road Look is a more aggressively styled model that features Cross and Cross Plus specs and takes its design direction from models such as the 500L Trekking and Panda Cross. If you want four-wheel drive, then this is the model to go for, as it's exclusive to the Cross versions."



James Disdale Road test editor

**Cabin**

500X has a twin glovebox, and the upper one is air-conditioned to keep drinks cool. Dial selects different drive modes

**Essentials****Fiat 500X 1.4 MultiAir Pop Star**

On fleet since:	July 2015
Price new:	£17,595
Engine:	1.4-litre 4cyl, 138bhp
CO₂/tax:	139g/km/£130
Options:	Art Grey paint (£350), dark tinted windows (£175), Comfort Pack (£250), Comfort Plus Pack (£100), Dynamic Safety Plus Pack (£650), Nav Pack (£1,000), Visibility Pack (£200)
Insurance*:	Group: 11 Quote: £407
Mileage/mpg:	5,065/36.1mpg
Any problems?	None so far

*Insurance quote from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.



WE LIKE 500X shares its funky interior design with the standard 500, while the two-tone seats add a classy feel. There's a fair amount of space in the back, too



WE DON'T Soft white, pastel pink... Call it what you like, our car's Art Grey paint isn't to all tastes. But at least it's reasonably priced, at £350

**Verdict**

IT'S a decent start to life on the Auto Express fleet for the Fiat 500X, one that has been aided no end by the helpful staff at Motor Village. The car itself is easy to drive, while its combination of a crossover shape with 500 city car cues means it really cuts a dash around town.



Our cars



Steve Fowler
Steve_Fowler@dennis.co.uk
@stevefowler

AE ALTHOUGH my Range Rover wears a Sport badge, in everyday driving, its sporting nature is notable by its silence. There's no booming exhaust note – barely any noise comes from the 253bhp V6 diesel engine (unlike the delicious growl you get from the fantastic 542bhp SVR model) – while there's very little tyre roar from the meaty 275/40 R22 Continentals on the 22-inch alloys.

In fact, you're more likely to hear something from my questionable music collection through the excellent Meridian audio system than anything else.

However, when I had a puncture recently, I discovered a reason why there's so little tyre noise. A nail had gone straight through the middle of the tread, so I thought a simple repair job would be in order and called out a mobile fitter to do the job. But he was as surprised as I was to find out that the Continentals on my car had a layer of foam inside the wheel, thus rendering a repair impossible.

Quieter

It turns out that my tyres are fitted with ContiSilent technology, which, according to the maker, can reduce noise inside the car by up to nine decibels. The foam dampens sound waves caused by the tyre rolling, which makes things much quieter on the move. And I have to say, it works – despite the amount of rubber on the road, very little tyre noise gets into the cabin.

That's the good bit. The bad bit is that what could have been a £25 tyre repair turned into a £250 tyre replacement. I guess that's just the price of silence.

The cost of a service is also rather steep, although our local official Land Rover service centre, North One in London, had a special offer on and discounted the £452 price by £100. I checked the price with Stratstone in Newport Pagnell, Bucks, which I pass regularly, and when staff eventually called me back (they apparently wrote my number down incorrectly when I first called), they said they'd charge £399.

I had a bit of trouble getting the North One franchise to book my car in, too – I enquired, they E-mailed, I E-mailed back, then nothing... We got there in the end, and the service is next week.

This customer service shouldn't really have come as a surprise to me, though, as Land Rover dealers don't have a great reputation. They came 24th out of 31 in our Driver Power 2015 satisfaction survey on garages, and so far I haven't been bowled over, either. I'll let you know how I get on.

It's a shame really, because I couldn't be more delighted with the car itself. I love the way it looks, the way it drives, the quality,

"Land Rover dealers don't have a great reputation and so far I haven't been bowled over, either"



Range Rover Sport

FOURTH REPORT We expose silent tyres' secret ahead of first service



ON THE ROAD

Refined ride has impressed Steve as much as 4x4's rugged ability, and this is partly down to the foam layer inside tyres – but means nail in tread couldn't be repaired



Second opinion

"Basing the Range Rover Sport on the larger Range Rover platform was a smart move, as you get added space and far greater refinement. But drive them one after the other, and you'll realise the Sport is a sharper-handling SUV."



Dean Gibson
Deputy road test editor



the kit and the space. Economy could be a bit better and the infotainment system's graphics are old hat, but otherwise I'm hugely happy. Let's hope the service experience doesn't change that.



Pete Gibson

Essentials

Range Rover Sport SDV6 Autobiography Dynamic

On fleet since: December 2014

Price new: £76,250

Engine: 3.0-litre V6 twin-turbodiesel, 253bhp

CO₂/tax: 185g/km/£225

Options: 22-inch wheels

(£3,228), Meridian Signature Reference System (£4,000), perpendicular park assist (£900), Rear entertainment package (£1,500), Traffic sign recognition (£600)

Insurance*: Group: 45 Quote: £619

Mileage/mpg: 12,022/31.8mpg

Costs: First service (£352)

Any problems? None so far

*Insurance quote from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.



WE LIKE Terrain Response dial gives choice of off-road settings, but Steve has been enjoying car's talents more on road. Meridian stereo delivers a great sound



WE DON'T Graphics on the sat-nav and infotainment system as a whole now look a little bit dated when compared to Range Rover's rivals in the premium SUV class

Verdict

OUR Range Rover Sport's versatility continues to impress. It's great as a luxury express with excellent levels of comfort and refinement, as a family holdall or as a fun car in Dynamic Mode with the gearbox in Sport. Let's hope our experiences with dealers can match up.



Fleetwatch



Instruments look a little busy with their assorted dials, but central trip display in the Scout is clear

Skoda Octavia Scout

THERE'S a lot to say for rugged, jacked-up estate cars. They're credible alternatives to full-fat SUVs, with an abundance of practicality and similar levels of off-road ability. And as senior news reporter Jonathan Burn discovered, they manage this without the associated running costs.

A 310-mile slog back to Jonathan's home town of Newcastle usually hits the wallet hard, whether by train or car. However, given the intended purpose and ability of the Skoda Octavia Scout, he was amazed to see how efficient it was. Skoda claims that over 58mpg is achievable, yet in the real world, those figures are almost impossible to reach. The Scout did manage 51mpg, though, which isn't bad going for a spacious, well equipped estate with a fuel-sapping four-wheel-drive system.

Plus, the Scout is an impressive motorway cruiser. The suspension has been jacked up by 33mm and is designed to provide better ground clearance for off-road use, but it also makes for a softer and more comfortable ride. This really helped on the slog up and down the M1.



Ford Mondeo

OUR Ford Mondeo has had a mixed reception among the team, so news reporter Lawrence Allan spent some time with it to see where he stood. On his commute along the M4, the big Ford proved refined at motorway speeds.

But heading into town and driving on country lanes uncovered the criticisms he'd heard from others, with the Mondeo feeling heavy and cumbersome where the old car was agile and fun. That feeling of weight is exacerbated under acceleration, with the turn of speed you'd expect from a 178bhp diesel lacking.

Lawrence also found the SYNC2 infotainment system a mixed bag. The large display means the graphics are clear, plus the segmented layout means it's easy to swap between sat-nav, audio, phone and air-con functions. Yet our man found some of the on-screen buttons are a bit small and don't always respond to the first prod of your finger. Plus, he reckoned the addition of a steering wheel-mounted button to swap through the various audio sources would make life easier.

Our fleet INDEX

Audi RS3 Sportback
Issue 1,388

Citroen C4 Cactus
Issues 1,365, 1,374, 1,385

Fiat 500X
New arrival

Ford Mondeo
Issues 1,373, 1,378, 1,389

Honda CR-V
New arrival

Kia Sorento
New arrival

Lexus NX 300h
Issue 1,377

Mazda 2
Issues 1,370, 1,381, 1,386

Range Rover Sport
Issues 1,356, 1,363, 1,382

Renault Twingo
Issues 1,368, 1,387

SEAT Leon X-Perience
Issue 1,384

Skoda Octavia Scout
Issues 1,382, 1,392

SsangYong Tivoli
New arrival

Suzuki Vitara
Issues 1,379, 1,388

Toyota Verso
Issues 1,381, 1,391



STAY ONE JUMP AHEAD

Let Energizer keep you going this winter with a powerful jump starter that can fit in your pocket

THERE'S nothing that wrecks your day like jumping into the car and turning the key, only to hear a click instead of the engine starting. As temperatures drop, giving batteries a hard time, now is when it's most likely to happen. And you can bet it won't be at a time it doesn't matter, but when there's a train to catch, children to get to school or a vital meeting you can't afford to miss.

Jump leads and a friendly passing motorist or a hefty portable power pack in the boot used to be the only instant remedy, but the latest battery technology means you could carry the solution in your pocket or glovebox.

Under the Energizer brand name, lithium-polymer tech is now available in a device little bigger than the latest smartphones to get you out of a fix and fire up your car.

This sleek, fully tested Car Jump Starter, which looks more at home in the office than a workshop, packs a 5600mAh charge and can start a 2.0-litre petrol or 1.6-litre diesel engine several times before a recharge is needed.

Just plug the colour-coded leads and their built-in intelligent connection unit into the starter, fit the spring-loaded clamps to the battery terminals and start the car. Once started, simply remove the red clamp first, then the black one and drive off.

It's quick and easy to install, even for the most reluctant DIY mechanic, and

there's even a bright LED light to help you tackle night-time breakdowns.

When it needs recharging, plug it into the accessory socket with the supplied USB adapter and lead. It can also be revived from the mains using the lead with a mobile phone or similar USB charger. You can check charging progress and the power level using the four LED display. A full charge should last around three months before needing to be topped up.

And it's not just useful when your car battery cries enough, as it also has a USB socket. This means it can power and revive smartphones, tablets – including the power-hungry iPad – and many other gadgets.

And it's not just about power, but safety, too. The 45cm power leads have fully insulated clamps to keep accidental short circuits and the risk of potentially hazardous sparks to a minimum. Even if there is a short circuit, the intelligent connector protects the starter against damage and also alerts you if the clamps are connected incorrectly.

Despite this high specification, the starter weighs just 300g and can easily be carried in a bag, laptop case or stored in the car. Simple, convenient peace of mind for just £79.99. And the great news is two additional versions will be released in 2016 for even larger engines.



Car Jump Starter is barely bigger than the latest smartphones, but packs a powerful charge and comes with USB compatibility, too



For more details go to:
www.energizerautomotiveaccessories.eu/jump-starters
Sales@caeurope.co.uk 01488 662770

NEW SUV TYRE HAS A STRONG ROAD FOCUS

FIRST TEST

GT Radial Savero SUV tyre

Price: From £60 Rating: ★★★★★

Contact: 01565 831910, www.gtradial.com

THE UK can't get enough of SUVs, so it's no surprise to see tyre manufacturers getting in on the act with rubber designed specifically for these high-riding cars.

The latest offering is from GT Radial, with its Savero SUV tyre targeting models like the Nissan Qashqai, Dacia Duster, Jeep Renegade and Kia Sportage – which spend most of their life on asphalt and rarely venture off-road.

It's available in 22 sizes, covering 16 to 18-inch rims, speed ratings of H (up to 130mph) to V (up to 149mph), widths from 215 to 265 and profiles of 55 to 70. Prices start at £60 in the UK for the 215/65 R16 H. The tyre uses the latest compound from owner Giti's European R&D centre in Germany, and claims strong braking on wet surfaces, plus fine handling, comfort and efficiency.

We tested the tyre on Spanish country roads, highways and gravel tracks. And it stood up well to hard use through a bumpy national park, suggesting it'll take the UK's pothole-ridden roads in its stride. Noise on motorways was minimal, too.

GT Radial has also announced the release of its new ultra-high performance tyre – the SportsActive – with a full line-up of sizes expected by mid 2016.



GT Radial claims its tyre aids handling, comfort, braking in the wet and efficiency

**THIS WEEK'S
HOT KIT**



**Cat
Dow**

Got a query?

Cat_Dow@dennis.co.uk
@AE_Consumer



Q Best windscreen cleaner

DESPITE using a variety of products and methods, I consistently fail to achieve a clean, smear-free finish on the inside of my windscreen. What's the best solution?
Philip Leese, E-mail

A DODO Juice Clearly Menthol has been a consistent performer whenever we've tested it. It does a really good job of leaving a streak-free windscreen. The product uses an alcohol-based formula, and although it's mixed with a solvent – so you need to be careful not to inhale it – judging by the results, it's the best solution.

Q Concern over clouded lights

I OWN a 1997 Peugeot 306 and it's just failed its MoT due to cloudy headlights. Am I able to clean them up or do I have to replace the glass?
Jon Berryman, E-mail

A CLOUDED headlights can be a problem – especially on older cars. To get them back up to the required standard, we'd recommend a dedicated headlight restoration kit. We tested the Quixx System Headlight Restoration Kit (Issue 1,385) and found it was easy to use and delivered great results at a keen price of £9.99. Visit www.quixx.com for more details.

Q Roof box replacement

IT'S time to replace my trusty Halfords roof box. I go camping with my family every year and need one with lots of space. What would you recommend as a replacement?
Stuart Robson, E-mail

A THE best roof box we've tested is the 510 by Kamei. It's very spacious and yet a breeze to fit, with the help of dual-side opening, which also makes packing easier. Take care when loading a roof box, though: you shouldn't exceed the manufacturer's weight limit for the roof (usually around 50-75kg), which includes bars and box.



Bosch washer easily blasted away muck from our car, plus dead flies from the windscreen

WASHER BLASTS AWAY GRIME

FIRST TEST

Bosch AQT 45-14 X Pressure Washer

Price: £279.99 Rating: ★★★★★

Contact: www.bosch-garden.com

If a bucket and sponge is a bit old hat for you, a pressure washer is a fast and effective way to keep your car free of grime all year round. And this new range-topping AQT 45-14 X model from Bosch is the latest product to hit the market.

It's easy enough to set up, then it's just a case of plugging your hose in, using another supplied attachment, powering up and rolling out the eight metre-long high-pressure hose. With a 2,100W motor producing 140 bar maximum pressure,

it blasted away all but the most stubborn brake dust on our wheels and easily removed the final residue of dead flies on our windscreen. There's a handy and simple-to-fill reservoir for detergent and a wide selection of spray strengths, too.

Build quality is impressive and makes the washer even more user friendly. The integrated hose winder that keeps things neat and tidy is a plus; it's just a shame there isn't a similar way to store the power cable, which is short, at 5m.

The handle folds down for compact storage and you can keep all the accessories on the unit, while wheels make it easy to move. There's even a patio cleaner included. It may be pricier than some rivals, but with strong performance and excellent quality, this Bosch washer feels a worthwhile buy.

NEW PRODUCT

Mio MiVue 658 WIFI dash cam

Price: £179.99 Contact: www.eu.mio.com

AS the dash cam market booms, basic models are being pushed out in favour of units packed with innovative features. Mio's MiVue 658 is one of these high-spec devices. It's part of the new 600 Series, all of which can record full HD video at 30 frames per second.

The 658 builds on this with ultra-HD footage, and includes integrated Wi-Fi for backing up videos to a paired mobile device. A GPS tracker records driving information including speed and heading, and it'll even sound an alarm should you exceed the limit. Plus, users can add locations of safety cameras to the device.



Dash cam records in ultra-HD, and uploads video via Wi-Fi

news, deals & events



Aston upgrade for Project Cars game

WHEN we first tested the Project Cars video game in Issue 1,372, we were excited to see cars would be released to keep gamers coming back.

And now, the developer has released an Aston Martin Track Expansion consisting of three legendary Aston cars as well as a new track. Included is the DBR1 from 1959 (above) – the marque's first Le Mans 24 Hours champion.

Cooper unveils a trio of new tyres

COOPER Tires has released three new products for varying terrain.

The Zeon CS8 is a family car tyre developed with ex-Formula One racer David Coulthard, and claims excellent wet grip. It features Cooper's Wear Square – an easier-to-use version of the wear indicator on all tyres.

Coulthard had some input with the Zeon 4XS Sport – a new performance SUV tyre, aimed at the likes of the Porsche Cayenne and BMW X5.

Completing the new additions is the hardcore Discoverer STT Pro tyre. This claims improved traction due to strengthened sidewalls and special dimples to prevent mud build-up.

Race of Champions set for Olympic Park

THE end-of-season international motorsport gathering, Race of Champions, is back for another year, and this time it's being held at the Olympic Park in Stratford, East London.

It brings together some of the star drivers from rallying, touring cars, Formula One, MotoGP and rallycross for a series of thrilling head-to-heads.

The Race of Champions takes place on 20-21 November, and tickets are available at raceofchampions.com.

Know an event coming soon?
Contact Cat_Dow@dennis.co.uk

A PROVEN TRACK RECORD



With fuel efficiency improvements
and short braking distances on
wet roads, experience our proven
track record.

Savero SUV

Engineered for SUV and CUV on road driving

Available at your local GT Radial Performance Centre

Visit www.gtradial.co.uk



**Fitting trust
with every tyre**

Mini test

NEW PRODUCT

Long Reach Wheel Brush

Best price: £10.20

Contact: 01892 277001, www.valetpro.co.uk

THERE'S a lot to like about this brush, not least that long reach. The twisted loop design is stiffer than rival long brushes, and as it's more resistant to bending, more pressure can be applied to shift those baked-on bits of grime.

This also means there's less risk of damaging the paint finish as there's no end to the wire, and we like the plastic sheath covering the shaft.

The chemical-resistant bristles are firm enough to clean efficiently, yet still able to bend through narrow spokes. This is one of the best long-reach designs we've tried for cleaning alloys, although you'll need something that's easier to use for the wheel face.

Rating: ★★★★★



Which wheel cleaners give dirt the brush-off?

Kim Adams

BRUSHES are a key part of any car cleaning kit, and the new range from ValetPRO aims to cover jobs inside and out.

The line-up includes several versions for shifting dust and crumbs from the cabin, but as most wheel cleaners no longer include a brush, we focused on those for clearing disc dust from rims. We tested the reinforced wire ValetPRO products against our reigning champ from Muc-Off.

The brushes were rated on two alloy wheel designs – where we looked at how they tackled dirt between spokes – as well as on a scrap panel to check for the risk of damage. Plus, we looked at prices from a range of sources as we went to press.

The newcomers impressed, particularly the Long Reach Wheel Brush, but Muc-Off just retains its crown. Although the Twisted Wheel Brush feels less substantial than the others, it's perfect for tackling tight gaps.

“We assessed how the brushes tackled dirt between spokes and risk of damage”

PAST WINNER

Muc-Off Wheel and Component Brush

Best price: £6

Contact: 01202 307790, www.muc-off.com

DOUBLE test winner narrowly keeps hold of its title, as this well made loop design is the best all-rounder here.

It's stiff, so pressure can be applied without it bending, plus the handle is the most comfortable. It can also reach the inner rim, although it doesn't go as far as its rivals. Worked well on the rim face and did a good job on bolt holes.

Rating: ★★★★★

ANOTHER NEWCOMER

ValetPRO Twisted Wheel Brush

Best price: £13.99

Contact: 01892 277001, www.valetpro.co.uk

THIS could be ideal for intricate wheels, with its single twisted shaft, as well as bristles that retain their shape.

That single shaft is ideal for getting into tight gaps, but it does bend under pressure. It's well protected with a plastic tip and sheathing, plus we liked the finger guard. Good, but not as versatile as the other designs.

Rating: ★★★★★



books, apps & games



Classic Mini Specials and Moke

Keith Mainland (Crowood Press, www.crowood.com)

Price: £25 (hardback) Rating: ★★★★★

AN interesting insight into the diverse and lesser-known side of the Mini story. Starting with a brief history, the book covers many Mini variations, from rally cars to Mokes, and international models. Whether you have a keen interest in Minis or no knowledge at all, or are looking for buying advice, this has something for you.



Ferrari 250 GT

Doug Nye (Porter Press, www.porterpress.co.uk)

Price: £60 (hardback) Rating: ★★★★★

THIS book tells the story of an iconic Ferrari – the 250 GT Short Wheelbase. From its inception with Stirling Moss, the greatest driver of the day, the car combined a beautiful body with a V12 engine and became one of the most revered Ferraris of all-time. The book includes interesting correspondence from Ferrari's archives, along with never-before-seen pictures of the car in its early days. A good read for any Ferrari fan.



Mad Max

Available for: Xbox One, PS4, PC

Price: £34.99 Rating: ★★★★★

A TIE-IN with the 2015 film, but this free-roaming game does not follow the movie's storyline. You can complete missions to upgrade your car's suspension and bodywork, race enemies or pull their vehicles apart for scrap. It's hugely addictive and fast-paced driving action.



App of the week



OctoU

Available for: iOS, Android

Price: Free Rating: ★★★★★

OCTOU uses your smartphone's GPS to monitor and rate your driving. Motorists with good scores can use it to negotiate lower premiums with various major insurers. It runs in the background, continuously updating without draining your phone's battery excessively.



PROTECT ALL FOUR WHEELS

for less than it normally costs to refurbish just one!

- Protect your wheels from kerb damage
- Suits 98% of wheel and tyre combinations
- Tyres can be changed with AlloyGators in place
- Suitable for run-flat tyres
- Protects tyre wall from damage

PROTECT
ENHANCE
CUSTOMISE



For more information please visit
www.alloygator.com
or call us on 08450 707078



Mud or Snow?

We've got it covered

Visit the UK's mail order specialists at roofbox.co.uk/aex



Keep moving this winter with AutoSock car snow socks or RUD, Maggi and Spikes Spider snow chains. Also roof bars, roof boxes, bike racks and more.

Protect your interior with car specific boot liners and mats and a wide range of seat covers including waterproof, sheepskin and leather.

www.roofbox.co.uk/aex



The UK's BIGGEST choice of QUALITY wiper blades

Over 400 Different Part Numbers Held In Stock! - Opening hours 8.30am-5.00pm Mon-Fri - The RIGHT WIPERS for the RIGHT PRICE!

WWW.WIPERBLADES.CO.UK 01299 251130



Best Buy Wheel Cleaner

auto-wheel won
Best Alloy Wheel Cleaner
most recently in April 2015.

Get your 1 litre spray bottle and
wheel brush now for just £12.95!

Auto Express says -

"It was clearly the best"

Tel: 01277 658899
Email: SALES@BILTHAMBER.COM
Website: www.BILTHAMBER.com



Performance uncompromised

Enhance Fuel Efficiency & Cut Harmful Engine Emissions By Up To 60%

FOR PETROL, DIESEL & HYBRID ENGINES



ONLY
£14.99

WILCO
DIRECT

WWW.WILCODIRECT.CO.UK

Part of the Shortis Group. Wilco Motor Spares Ltd, A K.J. Shortis Company. Subject to availability. Price correct at the time of going to press, subject to adjustment without prior notice. Price includes VAT. E&OE. October 2015.

Halfords 200139

Best price: £79.99 Range: 40-200Nm

Contact: 0845 057 9000, www.halfords.com

Rating: ★★★★★

BEST BUY IT'S gone up by £5 since our Issue 1,295 test, but this is still great value. It was topped only by the more expensive Norbar for accuracy, yet it's ease of use that really makes this a winner. Simple-to-read metric and imperial scales are displayed behind a window and are in logical increments, so setting is a breeze. The push through drive isn't as convenient as a lever to change direction, but it does mean it can measure in both directions.



Halfords 200295

Best price: £89.99 Range: 60-300Nm

Contact: 0845 057 9000,

www.halfords.com

Rating: ★★★★★

RECOMMENDED NO surprise to see this tool on the podium as it shares many of the advantages of our winner. The scales are the same and easily adjusted via the comfortable handle – there's no cold, rough knurled metal here. The higher range meant it was a little further off in the accuracy test, but still pretty close and well within tolerance. Extra length means this is the tool if you regularly need to hit high torque settings. Like its sibling, it comes with a calibration certificate.



Sealey AK624

Best price: £28.75 Range: 27.1-203.5Nm

Contact: 01284 757500,

www.sealey.co.uk

Rating: ★★★★★

RECOMMENDED If you mainly work in imperial foot pounds, then this Sealey is well worth considering. Its scales are in easy steps of 10 for ft/lbs, while the Nm version uses a decimal point as can be seen in its metric range. It's our pick of the budget tools thanks to its accuracy, although you can see where the money has been saved as the ratchet is coarse and stiff and the finish rough. Even so, for light use this will get the job done and for a keen price.



Norbar 200 150216

Best price: £126.50 Range: 40-200Nm

Contact: 01295 270333,

www.norbar.com

Rating: ★★★★★

TORQUE control specialist Norbar took a narrow victory in the accuracy tests, with most results being less than 1Nm out. Impressive, but just like the similar Halfords tools, what makes this tool stand out is its ease of use. It has the two common scales behind a window and adjusted by the comfortable rubber handle. A button on the end locks the setting and the sliding direction changer works well. Top quality, although you pay a premium for it.



Screwfix 18289

Best price: £24.99 Range: 28-210Nm

Contact: 0500 414141,

www.screwfix.com

Rating: ★★★★★

THERE'S a lot going for this budget wrench. It comes with an extension bar and handy half-inch to 3/8-inch adaptor. It was also accurate, pushing our winner and the Norbar close over the 15 tests. As with the similar Sealey AK624, you can see where the price has been kept low, with a coarse ratchet and no calibration certificate. Despite these factors, it would have finished higher had it included an imperial scale on the tool. Conversion tables are provided, but aren't as useful as having a scale in front of you.



TORQUE WRENCHES

Our experts pick from eight workshop essentials

PRODUCT GROUP TEST 21 | 10 | 2015

Every week, we extensively test all the latest car kit from tyres to trim cleaners. Log on to www.autoexpress.co.uk to look through our huge online test archive.

AE Kim Adams

IF you reckon torque wrenches are just for professionals, think again – they are essential for even the most basic of jobs. Whether you're changing spark plugs, swapping wheels or replacing worn suspension, fasteners need to be tightened correctly if you are to prevent failures and avoid big repair bills.

A torque wrench will ensure nuts and bolts will not come undone or be damaged by overtightening. You can spend under £30 or several hundreds, but which is the one you can rely on? We put eight through their paces.

How we tested them



A TORQUE wrench is useless if it's not accurate. With the help of AA engineer Rory Stockbridge and using British Standard 6789 as a guide, we tested each of our half-inch drive tools at 20, 60 and 100 per cent of its capacity on a calibrated gauge.

We took five readings at each level, and looked not just for them to be within the four per cent tolerance but as close as possible to the set figure. We also wanted the common Newton metre (Nm) and foot pounds (ft/lb) scales, as well as a fine-toothed ratchet, the ability to measure in both directions plus easy setting. Our final factor was price, from a range of online sources as we went to press.

Verdict

HALFORDS takes the honours with its superb 200139 wrench, which was not only impressively accurate but also good to use. Its big brother claims the runner-up spot, with the Sealey AK624 – our budget choice – completing the podium.

1. Halfords 200139
2. Halfords 200295
3. Sealey AK624



Clarke PRO237

Best price: £77.99 Range: 20-200Nm

Contact: 01992 565300,

www.clarkeinternational.com

Rating: ★★ ★

DIGITAL wrenches offer a selection of scales, both imperial and metric, plus can display the torque being applied. They can also store commonly used torque settings. This keenly priced Clarke is our pick of the two digital wrenches here. It was accurate, although getting the correct level was tricky – because instead of the click you get on conventional tools, here a beep lets you know when it has been reached, and it's all too easy to apply a little more pressure.



Sealey STW309

Best price: £138.53 Range: 20-200Nm

Contact: 01284 757500,

www.sealey.co.uk

Rating: ★★ ★

UNIQUELY here, this digital wrench from Sealey has a hinged head to allow you to access masked fasteners without needing an extension bar. Apart from that, it's a dead ringer for the Clarke. There's the same fine-toothed ratchet and digital controls. It can also record peak or real-time torque figures plus, unlike the PRO237, can even measure the angles fasteners are tightened at. But again, it's easy to push through the warning beep, and this is the most expensive wrench here.



Draper 64535

Best price: £27.99 Range: 30-210Nm

Contact: 023 8049 4333,

www.drapertools.com

Rating: ★★ ★

BLACK livery with the imperial and metric scales picked out in white makes this the easiest on the eye of the budget tools on test. Elsewhere, the ratchet head is large and the action stiff to the point where it couldn't be moved by hand at times. Maybe this stiff ratchet led to the Draper's poor performance in the accuracy tests. It struggled at the higher settings, with some readings outside the four per cent tolerance allowed by the British Standard. A shame as this is the best budget tool to use.

THE



EFFECT

The new health & fitness magazine
FREE EVERY WEDNESDAY

Find out where at coachmag.co.uk

FITTER+HEALTHIER+HAPPIER

#COACHEFFECT



**Auto
EXPRESS DRIVER
POWER**
YOUR VIEWS ON YOUR CARS



Fiat Panda Mk3

YOU TELL US... City car is reliable and cheap to run, but trails on pace

**75th
PLACE**

2015 Results Panda Factfile

Years: 2012 to present **CO₂:** 105g/km

Fuel economy: 61.4mpg (0.9 TwinAir)

Best features: Bluetooth, electric windows, anti-whiplash seats, stop/start

Prices: From £4,000

OVERALL SCORE
88.12%

Bars show where model finished out of 200 cars in our 2015 survey. The lower the rating the better

	200	150	100	50	1	
RELIABILITY						52
BUILD QUALITY						88
RUNNING COSTS						20
PERFORMANCE						161
ROAD HANDLING						97
RIDE QUALITY						83
EASE OF DRIVING						97
SEAT COMFORT						170
PRACTICALITY						105
IN-CAR TECH						103

GOOD

"MY 4x4 model costs a fifth of what BMW or Range Rover charges, yet does everything just as well."

"A solid motorway companion."

"The TwinAir makes for a surprisingly good off-roader."

"I feel a lot safer in the Panda thanks to the high driving position."

"A year's tax for my 4x4 version comes to £30."

"I love the 0.9-litre TwinAir; it's so much fun to drive."

"A nice clunk when shutting the door. My Panda feels very solidly put together."

NOT SO GOOD

"THE semi-automatic gearbox is too jolty for my liking."

"I've experienced a few glitches with the stop/start system."

"The suspension is too harsh for a 4x4."

"With all the plastic inside, you almost have to expect the rattles."

"My brakes have developed an odd squeal that I can't fix."

"I would have liked to see it come with a spare tyre."

"Fiat's dealer servicing is rather expensive."



How do you rate your car?
Tell us what you think
www.autoexpress.co.uk/driverpower



**Martin
Saarinen**

Got any car queries?

Martin_Saarinen@dennis.co.uk
@AE_Consumer

Q Leon injector issues

I'VE had the injectors and wiring loom replaced on my 2007 SEAT Leon FR, but the engine still stutters when I'm driving. Any ideas what may be causing this?
Christian Davies, E-mail

A *IT may be worth checking whether your garage remapped the ECU in your SEAT to accommodate the new set of injectors. The ECU controls and calculates the injection timing, and failure to recode the system may result in skewed calculations, which could explain your problems.*

Q Are 'old' new tyres safe?

IT'S been suggested to me that I shouldn't buy a 'new' set of tyres as they're four years old. The tyres haven't been used, but I've been told they may be less reliable. Is this true?
Anette Roger, E-mail

A *WE spoke to safety group TyreSafe, which said what matters more is how tyres are stored. Check they've been kept in a dry atmosphere, protected from UV light and moisture. These factors affect the rubber more than age. No UK law exists for maximum tyre age.*

Q Clarifying consumer rights

I BOUGHT a 2013 DS 3 Cabrio in September, and it was advertised as being equipped with Bluetooth. But after I spent a while struggling to connect my phone, staff at the showroom now tell me there's no Bluetooth. Can I expect the dealer to retrofit this free of charge?
John Bell, E-mail

A *UNDER the Sale of Goods Act – replaced at the start of the month by the Consumer Rights Act – goods must be sold as described and fit for purpose. The dealership is now obliged to rectify the problem at no cost to you.*

WORRIED ABOUT EXPENSIVE CAR REPAIR BILLS?



Get a Quote Online
warrantywise.co.uk



Warrantywise

For full details, flick to our ad in your copy of Auto Express - Just look for Quentin!



NEED TO KNOW

The Getrag-built six-speed manual gearbox can be weak; play in the change signifies trouble ahead.

NEED TO KNOW

The windscreen glass is unusually thin and gets damaged easily; check it for chips and cracks.



BUYER'S GUIDE: MINI Mk2

FROM £3,000 BMW baby offers a real feelgood factor as a used purchase

AE Richard Dredge

BMW struck gold with its first MINI, so it was no surprise when the second version retained all of the qualities and style of the original. Looking just as chic and offering the same opportunities for personalisation, the Mk2 MINI would go on to be a smash hit just like the first.

However, despite that popularity, and the car's resultant ubiquity, heavy depreciation is an alien concept to MINI owners, which is why you can pay a surprisingly large amount to secure a decent Mk2 model of your own.

And before you do so, you need to make sure the car is worth it – because while the MINI is great in many ways, some rivals offer better value and practicality.

History

THE MINI Mk2 was launched in November 2006, in 120bhp Cooper and 175bhp Cooper S forms, with 1.6-litre petrol engines.

By March 2007 the 1.6-litre diesel-engined Cooper D and entry-level 1.4-litre 95bhp petrol One had joined the range. From

August 2007 stop/start was standard. In 2009, the 1.4-litre First became the entry point, while the One got a 1.6-litre engine.

The hot 211bhp John Cooper Works was introduced in March 2009, then a facelift in September 2010 brought new diesel engines and revised petrol units, even more personalisation options and fresh styling.

In September 2012, the hottest MINI of all arrived – the 218bhp John Cooper Works GP – before the range was replaced by BMW's Mk3 MINI in spring 2014.

Which one?

ALL MINI hatches feature three doors, so it's just a question of working out which engine, gearbox and trim you want. But MINI is the king of personalisation, so you also need to pin down exactly what options are fitted to any potential purchase.

A raft of special editions makes it harder to keep track of what you're buying; these include the Soho, Graphite, Bayswater and Baker Street. All the engines are fine, although the 1.4-litre petrol unit isn't ideal

for motorway cruising; we'd also stick with the six-speed manual gearbox over the auto. The First and One get steel wheels and the former does without air-con, so aim for at least a Cooper, which gets air-con and alloys.

Alternatives

AN equally chic rival to the MINI is the Fiat 500, which is fun to drive, great-looking, good value and comes in hatch or cabrio forms. But it's no roomier than the Brit.

The Audi A1 comes with a five-door option and is a class act. As you'd expect, it's costly, too, although there are some great engines and build quality is excellent.

A less obvious rival is the Alfa Romeo MiTo, which looks smart and is offered with some strong engines. The interior is classic Alfa, however, so it looks inviting even if the ergonomics are a bit suspect in places; it's

decent value as well. Don't overlook the Citroen DS3, either. It's spacious and fun to drive, plus it's an attractive choice.

Verdict

THE variety of MINIs on offer is bewildering; there are so many combinations of engine and trim level that it can be overwhelming. As a result, it can be hard to pin down what a MINI is worth, so don't pay over the odds.

Whatever you buy, make sure it comes with the balance of a five-year tlc servicing package, which will help you cut running costs. As a premium small car, you'll pay for the privilege of buying a MINI.

But if you consider the generally excellent dealers, a good reliability record, plus a fun driving experience along with great styling inside and out, there are plenty of reasons to opt for this baby BMW.

"Looking just as chic, the second MINI would go on to be a smash hit just like the first one was"



NEED TO KNOW

Paint isn't as durable as you'd hope; look for chips, scratches and evidence of bird lime problems, especially on the roof.

Thanks to Imperial Car Supermarkets in Hampshire for the loan of the MINI pictured.

Contact 023 8098 6917

imperialcarsupermarkets.co.uk

Electrics

ELECTRICAL problems arise when the battery earthing strap fails.

The electrics can be lost altogether, so make sure everything works.



Tom Wood

Sound system

If you're looking at a MINI with an upgraded sound system, check that the speakers work properly; they don't always.



Flywheel

DIESEL MINIs can suffer from failure of the dual-mass flywheel, and a replacement is expensive. Listen out for rattling.



Starter motor

SOME cars have been suffering from weak starter motors, so make sure the one that's fitted will spin the engine over happily.



Performance

0-60mph/top speed
9.4 seconds/126mph



Running costs

48-52mpg (Cooper)
£44 fill-up



CO₂/tax

127-139g/km
£110-£130



How much?

	63 2014	61 2012	10 2010	58 2008	07 2007
Model					
First	£8,175	£6,395	£5,225	N/A	N/A
One	£8,350	£6,575	£5,375	£4,850	£3,995
Cooper	£10,395	£8,175	£6,695	£5,475	£4,595
Cooper S	£12,395	£9,695	£7,850	£6,250	£5,250
Cooper JCW	£15,195	£12,395	£9,995	N/A	N/A
Cooper D	£11,295	£9,125	£7,525	£6,375	£6,950
Cooper SD	£14,550	£11,395	N/A	N/A	N/A

THE cheapest MINI Mk2 is an 07-plate One; you can buy a 100,000-mile example from £3,000. An equivalent Cooper carries a premium of £500, while prices start at £4,500 for a 59-plate First with 60,000 miles on the clock.

For £4,500 you can buy a 100,000-mile Cooper D, on an 07-plate. The same sum secures a Cooper S with similar mileage, but you'll need to add £3,000 to your budget if you want a John Cooper Works. These values are for cars with a manual gearbox; around one in 10 MINIs is an automatic, which commands a £200-£600 premium.

Running costs

		Fuel economy	CO ₂ emissions	Annual road tax
Model				
1.4 First	8	52-53mpg	127-128g/km	£110
1.4 One	14	49-53mpg	128-138g/km	£110-£130
Cooper	17-19	48-52mpg	127-139g/km	£110-£130
Cooper S	30-32	40-48mpg	136-164g/km	£130-£180
Cooper JCW	36	39-40mpg	165g/km	£180
Cooper D	17-21	64-74mpg	99-118g/km	£0-£30
Cooper SD	22-23	65mpg	114g/km	£30

ALL MINI Mk2s have variable servicing, allowing up to two years between checks. Cars built up to 2009 would generally go for 10,000 to 15,000 miles between services; from this point on, a more sophisticated system was introduced, allowing up to 20,000-mile intervals.

Fresh brake fluid is required every two years (at £50), while the air-con is checked every service; recharging it costs around £80. There's no cambelt to replace.

Most MINIs come with the all-inclusive tlc servicing package, which lasts five years or 50,000 miles; this can be topped up by another three years or 30,000 miles for £275. Many dealerships offer discounts to keep costs low.

Partwatch

	Dealer price	Independent price
Part		
Front brake pads (axle set)	£92.81*	£45.85*
Front brake discs (pair)	£153	£74.28
Door mirror glass (electric)	£78 (left)**	£33.40
Front wiper set	£24.50	£11.94

Prices for a 2011 Cooper. Dealer prices from Cotswold MINI, Glos (cotswoldgroup.com). Independent figures from Euro Car Parts (eurocarparts.com). *Inc wear sensor. **Right-hand side £85.50.

Recalls

THE regular MINI Mk2 has been recalled just once, with cars built from July to October 2007 affected. The rear anti-roll bar was too large in diameter; this meant it could detach, leading to a loss of steering control.

Brake discs of too small a diameter were fitted to certain John Cooper Works models made in 2008, forcing another recall, and some Cooper S and John Cooper Works cars were also called back. This was because the circuit board for the turbo's water pump could short circuit.



www.autoexpress.co.uk/driverpower

OUR VIEW

THE last time a MINI Mk2 got into our Driver Power satisfaction survey was in 2011, when it finished a disappointing 55th. Owners told us poor ride quality let it down, as did a lack of practicality and comfort. However, they did like the MINI's reliability, running costs, handling and ease of driving.

YOUR VIEW

MARILYN Courtald, of Wolverhampton, West Midlands, owns a 2009 MINI Cooper. She told us: "It feels like a premium car and looks stylish. I love driving it, and I don't find it at all expensive to run.

"My MINI isn't especially practical, but I don't mind that because of the feelgood factor the car offers."



Interior

THE MINI's cabin is distinctive, stylish and generally of a very high quality, and the front seats are comfy, too. But the rear seats are cramped and access to them is poor, plus the boot is tiny at just 160 litres. Even with the seats folded this jumps to just 680 litres, so practicality isn't a strong point.

Contacts

Official
www.mini.co.uk

Forums
www.mini2.com/forum
www.bmwminiforum.com
www.britishtminiclub.co.uk

Car hunter

£25,000 to spend on efficient compact exec

Dear Lawrence, My commute is about to get longer, so I need an economical and reliable premium saloon. What should I be looking at for £25k?

Harry Jones, Cardiff

Contact: Lawrence_Allan@dennis.co.uk



CARS

THE DRIVER'S CHOICE



BMW 3 Series

FOR: Superb ride and handling, efficient
AGAINST: Common, cabin lacks special feel

THE BMW 3 Series is the obvious company car choice for many people. It's evolved over the years from a driver-focused saloon into today's premium all-rounder. But it still sets the dynamic benchmark, and is more refined and polished than ever.

The 320d has a great engine, combining punchy performance and class-leading economy, while even SE spec has lots of kit. We found a 64-plate 320d in high-grade Luxury trim with 7,000 miles for £22,895.

THE CLASSY CHOICE



Mercedes C-Class

FOR: Styling, premium cabin, comfort
AGAINST: Noisy diesel, ride not the best

THIS latest C-Class debuted Mercedes' new design approach, and even next to Lexus' sharp IS it stands out. But it's all about the cabin, with smart styling and posh materials giving it an edge over the 3 Series.

It's decent to drive, too, although the BMW still handles better and models featuring air-suspension and big wheels have a crashy ride. The 2.1-litre diesel is gruff but frugal. Our search unearthed a 64-plate C 220d Sport with 6,000 miles for £23,995.

THE RELIABLE CHOICE



Lexus IS

FOR: Hybrid powertrain, good looks, reliable
AGAINST: Not sharp to drive, noisy CVT box

A LEFTFIELD alternative, the Lexus IS was crowned the best car to own in our Driver Power 2015 satisfaction survey. Owners love the reliability, build quality and ease of driving, plus Lexus' dealers are unbeatable.

Although it's a petrol-electric hybrid, 50mpg is still attainable in careful driving. The CVT auto box sees revs soar when the car's driven quickly, though, and it can't rival a 3 Series on twisty roads. A 64-reg IS 300h Executive with 6,000 miles is yours for £23,000.

INTERIOR



INSIDE, the 3 Series isn't as smart as the C-Class, but quality is good and the driver-focused layout is easy to get on with. There's a bit more space than in either rival, too, but the Lexus trumps both for equipment.



C-CLASS' cabin feels almost like a small version of the S-Class', with a lovely layout and premium fit and finish. Kit is nearly as generous as in the Lexus, while space in the rear and boot is on a par with the 3 Series'.



THE Lexus' interior design isn't to all tastes, but there's no arguing with the generous levels of equipment. Space is fine, although there are some patchy cabin plastics. Plus, the rear and boot are awkward to access.

RELIABILITY



THE 3 Series finished a creditable 52nd in our Driver Power 2015 satisfaction survey. Owners were happy with the performance, and reliability seems decent, but firm M Sport cars don't have the best ride quality.



MERCEDES drivetrains are well proven, and the latest C-Class placed a strong 42nd in Driver Power 2015. Drivers weren't hugely impressed by reliability, but it's an improvement over the previous-generation version.



RELIABILITY is where the IS has the edge over its rivals. It's supremely dependable, which is reflected by its first-place finish in Driver Power 2015. You'll struggle to find a better long-term ownership prospect.



CHIP EXPRESS™
tuning specialists

Plug-in Diesel Upgrades

Enjoy up to 40% more **POWER**
and 20% better **ECONOMY!**



Diesel Tuning for Cars, Commercials, Tractors & Boats
Fit yourself in minutes - instantly improve drivability!

14 DAY MONEY BACK GUARANTEE

Easy to:
- Fit
- Remove
- Transfer

tuv CERT **CE** **ISO 9001 QUALITY ASSURANCE**

The CHIP Express™ tuning system is without doubt the most advanced plug-in diesel upgrade available. It works in harmony with your engine, retaining all safety functions without needing to interfere with the vehicle's existing on-board computer. It can be self fitted in minutes, adjusted for more performance and easily removed. It will free your vehicle from its manufacturer's limits.

www.chipexpress.com

Visit our website, see your vehicle's true potential, order online.

e: email@chipexpress.com t: 01727 730 956

Six times a winner!



Best Breakdown Cover
GEM Motoring Assist



Voted No.1 for Overall Service in the Auto Express Driver Power Survey for the last SIX years running

Special offer:
Join before the 31st January 2016...
Get 12 months cover for the price of 10!

motoringassist.com/ae
or call 0345 3700 940 - lines open 24hrs



www.watches.co.uk

where time meets passion



SWISS WATCH COMPANY

We specialise in the acquisition and sale of high quality Swiss watches both modern and vintage, un-worn and pre-owned.

Free Watch Valuation On-line
INSTANT CASH PAID

by appointment only:
+44 (0)20 8994 4567

474a Chiswick High Road, Chiswick, London, W4 5TT

Rolex ■ Panerai ■ Tag Heuer ■ Audemars Piguet ■ Omega ■ Breitling ■ Zenith ■ IWC ■ Jaeger Le Coultre

TOP FIVE Cars under £100 month

Best buys Great-value finance deals make these small cars really appealing. So which should you choose?

Hyundai i10

Years: 2014 to date Engine: 1.0-litre 3cyl, 65bhp
Insurance group: 1 Economy/CO₂: 60mpg/108g/km

WHY? We loved the Hyundai i10 we ran on our fleet, owing to its robust interior, impressive refinement and surprising agility. Plus, the little Hyundai was crowned Car of the Year in 2014 by our sister site *carbuyer.co.uk*. Owners love them, too, with the city car coming third in our Driver Power 2015 satisfaction survey – in particular, running costs and ease of driving were praised. Just £69 per month seems brilliant value for a Premium model, with alloys, air-con and LED daytime running lights. You'll pay around £4,000 for the deposit, but with zero per cent finance and just a 25-month commitment, it's hard to argue with the value on this small car.

**1st
NON
MOVER**

£69 per month



Dacia Sandero

Years: 2013 to date Engine: 1.0-litre 3cyl, 74bhp
Insurance group: 2 Economy/CO₂: 49mpg/135g/km

WHY? You'll rarely see a list of value-based new cars without a Dacia in it. In basic Access spec, the Sandero is £5,995 outright, but step up to Ambiance trim and there's a tempting finance deal of £89 a month with a £748 deposit. Just beware of the steep 8.3 per cent APR. While the 1.2-litre engine isn't that efficient, this is honest, spacious transport for a very reasonable price.

**2nd
NEW
ENTRY**

£89 per month

SEAT Mii

Years: 2011 to date Engine: 1.0-litre 3cyl, 59bhp
Insurance group: 1 Economy/CO₂: 63mpg/105g/km

WHY? All three of the VW Group's city cars are appealing options, but the deals are more tempting on the SEAT Mii than on the Skoda Citigo or Volkswagen up!. A three-door model in I-TECH trim gets sat-nav and alloy wheels, yet costs just £69 per month with zero per cent finance. Like the i10, it's refined and feels like a car from the class above – it's even fun to drive.

**3rd
NON
MOVER**

£69 per month



**4th
FALLER**

Volkswagen up!

Years: 2011 to date Best engine: 1.0-litre 3cyl, 59bhp
Insurance group: 1 Economy/CO₂: 63mpg/105g/km

WHY? Badge kudos matters to some buyers, and those who can't be seen in a Skoda or a SEAT can still get a reasonable deal on a Volkswagen up!. It's classier inside than the other two, but image aside all three are excellent cars. A basic Take up! can be had from £95 a month with a £2,580 deposit, and even with seven per cent interest on finance, it comes in below £10,000.

£95 per month

**5th
FALLER**

Citroen C1

Years: 2014 to date Best engine: 1.0-litre 3cyl, 67bhp
Insurance group: 6 Economy/CO₂: 69mpg/95g/km

WHY? With funky styling inspired by the C4 Cactus, the C1 stands out in this busy market. It's not as much fun to drive as a VW up!, but the soft set-up means it soaks up bumps well and the revvy 1.0-litre is great. A wide range of personalisation options will entice younger drivers, too. It's the priciest monthly deal here, but you'll pay just £1,769 up front and 4.9 per cent APR.

£99 per month



For more of our top cars, visit autoexpress.co.uk/best-cars

PRE-OWNED

MITSUBISHI OUTLANDER PHEV

WE HAVEN'T JUST MADE THE UK'S BEST SELLING
PLUG-IN VEHICLE. WE'VE MADE IT AN EVEN
MORE ATTRACTIVE PACKAGE.



INTELLIGENT MOTION



NOW JUST £299 PER MONTH¹

Plus deposit and final payment.

The Mitsubishi Outlander PHEV is cutting costs across the country – and if you're quick, you can get hold of the UK's favourite plug-in hybrid for less than ever before.

We have a limited number of pre-owned Outlander PHEVs that are available now at under 10 months old and with less than 10,000 miles under their belts. They still deliver a staggering 148 mpg² and are still exempt from both road tax and the London Congestion Charge³. Make time for a test drive and find out how we can save you £1,000s.

We call this Intelligent Motion.

REPRESENTATIVE EXAMPLE: Mitsubishi Outlander PHEV GX4h

On The Road (OTR) Price	£29,000.00
Customer Deposit	£9,125.00
Monthly Payments	£299.00
Option to Purchase Fee (inc in final payment)	£10.00
Final Payment (GFV)	£11,950.00
Total Amount of Credit	£19,875.00
Total Amount Payable	£31,839.00
Duration of Agreement (mths)	37
Representative APR	5.9% APR
Interest Rate (fixed)	3.1%

**UP TO 32 MILES
ELECTRIC RANGE⁴**

**148 MILES
MPG²**

**510 MILE
COMBINED RANGE⁴**

**ULTRA LOW
CO₂ EMISSIONS⁵**

Make time for a test drive | Visit mitsubishi-cars.co.uk to find your nearest dealer.

1. The Alternatives PCP finance plan shown above is only available to customers aged 18 and over, subject to status only through **Shogun Finance Ltd T/A Finance Mitsubishi, 116 Cockfosters Rd, Barnet, EN4 0DY**. Finance Mitsubishi is part of Lloyds Banking Group. Alternatives figures are based upon an annual mileage of 10,000, excess mileage will be chargeable. The Guaranteed Future Value (GFV) is subject to the vehicle being returned on time, in good condition (fair wear and tear accepted), within the permitted maximum mileage and all the required payments having been made. Final payments (GFV) and monthly repayments may vary dependent upon date of registration and mileage, examples are a guide. Full written quotations are available upon request. Offer is only applicable in the UK (excludes Channel Isles & I.O.M) and may be withdrawn at any time. Offer available at participating dealers between 29th September to 29th December 2015. 2. Official EU MPG test figure shown as a guide for comparative purposes and may not reflect real driving results. 3. Congestion Charge application required, subject to administrative fee. 4. 32 mile EV range achieved with full battery charge. 510 miles achieved with combined full battery and petrol tank. Actual range will vary depending on driving style and road conditions. 5. CO₂ Emissions: 44 g/km.

HOW OUR GUIDE WORKS

PERFORMANCE: This is the manufacturer's claimed acceleration time for a car, and is measured from 0-60mph or 0-62mph (0-100kph), in seconds.

ECONOMY AND EMISSIONS: The combined cycle economy and emissions figures in miles per gallon and grams per kilometre of CO₂. Figures are recorded in regulated tests, but may not be representative of actual efficiency in everyday driving.

INSURANCE: Group rating as quoted by the Association of British Insurers.

WARRANTY: By each manufacturer's name is the basic warranty period in months for mechanicals, corrosion and paintwork.

LIST PRICE: This is the on-the-road figure and includes VAT, delivery to dealer, 12 months' road tax, number plates and the first registration fee. Electric cars include the Government's Plug-in Car Grant.

WILL IT FIT? Is your garage big enough? Our measurements show the length and width of each model, but remember estate and performance variants may be bigger.

DRIVER POWER POSITION: Auto Express's survey canvasses results from tens of thousands of motorists. Models are rated by drivers, then ranked against others on sale in the UK from one to 100. The lower the number, the higher the score.

ECO BAND: New cars fall into 13 CO₂ bands from A-M. Our guide shows which eco bracket each vehicle is in and how much road tax you pay in the first year and each subsequent year. However, we advise you to double check a specific model's rating.

BAND A: Up to 100g/km CO₂ (road tax exempt)
BAND B: 101-110g/km CO₂ (exempt/E20)
BAND C: 111-120g/km CO₂ (exempt/E30)
BAND D: 121-130g/km CO₂ (exempt/E110)
BAND E: 131-140g/km CO₂ (£130/E130)
BAND F: 141-150g/km CO₂ (£145/E145)
BAND G: 151-165g/km CO₂ (£180/E180)
BAND H: 166-175g/km CO₂ (£235/E235)
BAND I: 176-185g/km CO₂ (£250/E250)
BAND J: 186-200g/km CO₂ (£265/E265)
BAND K: 201-225g/km CO₂ (£260/E260)
BAND L: 226-255g/km CO₂ (£270/E270)
BAND M: Over 255g/km CO₂ (£1100/E505)

EURO NCAP RATING: At the start of each model range is the official Euro NCAP crash test safety rating (if available). The maximum score for a vehicle is five.

CONTACT DETAILS: We've listed the manufacturer's website and brochure hot-line, and also show how many franchised UK dealers there are for each marque.

ABARTH

www.abarth.co.uk / Brochure: 0800 2227 8400 / Dealers: 25
 Warranty: 3 years/unlimited miles

595 - 3657x1627mm, EURO-NCAP N/A					
DRIVER POWER POS: 87th					
1.4 T-Jet (140) 595 Custom	F	43.5	7.9	150	26
1.4 T-Jet (140) 595 Trofeo	E	47.1	7.9	139	26
1.4 T-Jet (140) 595 Turismo	G	43.5	7.4	155	28
1.4 T-Jet (140) 595 Compertazione	E	47.1	6.8	139	34
1.4 T-Jet (130) 695 Biposto	G	43.5	5.9	155	37
595C: add £1800, auto: add £1300 (not Trofeo/Posto)					

ALFA ROMEO

www.alfaromeo.co.uk / Brochure: 0800 2532 0000 / Dealers: 46
 Warranty: 3 years/unlimited miles

MiTo - 406x1720mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: 155th						
Eco band	MPG	0-60mph	CO ₂	List price	QV	
1.3 J17Dm-2 (85) Progression	A	80.7	12.9	90	11	£14405
1.3 J17Dm-2 (85) Junior	A	80.7	12.9	90	11	£15505
1.3 J17Dm-2 (85) Distinctive	A	80.7	12.9	90	11	£16745
1.6 J17Dm-2 (120) Distinctive	C	55.7	9.9	112	19	£17910
0.9T TwinAir (105) Progression	A	67.2	11.4	99	13	£13860
0.9T TwinAir (105) Junior	A	67.2	11.4	99	13	£14960
0.9T TwinAir (105) Distinctive	A	67.2	11.4	99	13	£16160
1.4 TB MultiAir (78) Progression	D	50.4	13.0	130	9	£12780
1.4 TB MultiAir (78) TCT D'Active	D	52.3	8.1	124	22	£17710
1.4 TB MultiAir (78) TCT Q'Active	D	52.3	7.3	124	27	£20390
QV Line: add £750 to Distinctive (not 1.3 J17Dm-2)						

Guilietta - 435x1790mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 69th						
Eco band	MPG	0-60mph	CO ₂	List price	Price with driver power pos	Price with driver power pos and auto
1.6 J17Dm-2 (105) Business	B	70.6	11.3	104	18	£19080
1.6 J17Dm-2 (105) Progression	B	70.6	11.3	104	18	£19500
1.6 J17Dm-2 (105) Distinctive	B	70.6	11.3	104	18	£20750
2.0 J17Dm-2 (150) Business	B	67.3	8.8	110	23	£20380
2.0 J17Dm-2 (150) Distinctive	B	67.3	8.8	110	23	£21990
1.4 TB (120) Progression	F	44.1	9.4	148	17	£18450
1.4 TB (120) Distinctive	F	44.1	9.4	148	16	£19700
1.4 TB MultiAir (150) Sprint	E	48.6	8.2	131	20	£20700
1.4 TB MultiAir (170) TCT Business	C	55.4	7.6	119	23	£20900
1.4 TB MultiAir (170) Distinctive	E	48.6	7.6	131	23	£21200
1.75T (240) TCT Q'Active	G	40.4	6.0	162	25	£28330
Exclusive: add £1750 to Distinctive, QV Line: add £3500 to Distinctive, auto: add £2160 to 2.0 J17Dm-2, £1295 to 1.4 TB (170)						

4C - 398x2090mm, EURO-NCAP N/A

DRIVER POWER POS: N/A					
Eco band	MPG	0-60mph	CO ₂	List price	
1.75T TCT 4C	G	41.5	4.5	157	N/A £51500
4C Spider: add £8000					

ALPINA

www.bmwalpina.co.uk / Brochure: 0115 934 1414 / Dealers: 18
 Warranty: 2 years/unlimited miles

D3 - 462x1811mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
Eco band	MPG	0-60mph	CO ₂	Weight	CO ₂ class	List price
3.0 auto D3 Bi-Turbo 4dr	B	53.3	4.6	139	50	£46950
3.0 auto D3 Bi-Turbo Touring	F	52.3	4.6	142	50	£49950

B3 - 462x1811mm, EURO-NCAP N/A

DRIVER POWER POS: N/A						
Eco band	MPG	0-60mph	CO ₂	1-100	1-100	List price
3.0 auto B3 Bi-Turbo 4dr	I	37.2	4.2	177	49	£54950
3.0 auto B3 Bi-Turbo Touring	I	36.7	4.3	179	49	£59950

D5 - 491x1860mm, EURO-NCAP N/A

DRIVER POWER POS: N/A						
Eco band	MPG	0-60mph	CO ₂	Warranty	Price	Price
3.0 auto D5 Bi-Turbo 4dr	G	47.9	5.1	155	47	£59950
3.0 auto D5 Bi-Turbo Touring	G	45.6	5.3	163	47	£59950

B5 - 490x1813x1860mm, EURO-NCAP N/A

DRIVER POWER POS: N/A				
4.4 V8 auto B5 Bi-Turbo 4dr	L	26.9	4.5	244 N/A £75150

B7 - 505x1902mm, EURO-NCAP N/A

DRIVER POWER POS: N/A						
Eco band	MPG	0-60mph	CO ₂	List price	£	£
4.4 V8 auto B7 Bi-Turbo 4dr	L	28.5	4.6	230	N/A	£98800

XD3 - 465x1901mm, EURO-NCAP N/A

DRIVER POWER POS: N/A						
Eco band	MPG	0-60mph	CO ₂	List price	Price	Price
3.0 auto XD3 Bi-Turbo	H	42.8	4.9	174	50	£56450

D4 - 464x1825mm, EURO-NCAP N/A

DRIVER POWER POS: N/A						
Eco band	MPG	0-60mph	CO ₂	1-2	3-4	List price
3.0 auto D4 Bi-Turbo Coupe	E	53.3	4.6	139	49	£50950
3.0 auto D4 Bi-Turbo Convertible	G	47.9	5.0	156	49	£54950

B4 - 464x1825mm, EURO-NCAP N/A

DRIVER POWER POS: N/A						
3.0 auto B4 Bi-Turbo Coupe	I	37.2	4.2	177	49	£58950
3.0 auto B4 Bi-Turbo Convertible	J	35.3	4.5	186	49	£62950

B6 - 489x1894mm, EURO-NCAP N/A

DRIVER POWER POS: N/A						
Eco band	MPG	0-60mph	CO ₂	List price		
4.4 V8 auto B6 Bi-Turbo Coupe	K	30.1	4.3	219	50	£52850
4.4 V8 auto B6 Bi-Turbo Conv	K	29.4	4.4	224	50	£57950

ARIEL

www.arielmotor.co.uk / Brochure: 01460 78817 / Dealers: 5
 Warranty: 3 years/unlimited miles

Atom - 3410x1790mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
Eco band	MPG	0-60mph	CO ₂	List price	Options
2.0i VTEC Atom 3.5 245	N/A	3.3	N/A	N/A	£30596
2.0i VTEC Atom 3.5 310	N/A	2.7	N/A	N/A	£35812
2.0i VTEC S/C Atom 3.5R	N/A	2.6	N/A	N/A	£54800

Normad - 3215x1850mm, EURO-NCAP N/A

DRIVER POWER POS: N/A				
Eco band	MPG	0-60mph	CO ₂	List price
2.4i-VTEC Normad	N/A	3.4	N/A	N/A £33000

ASTON MARTIN

www.astonmartin.com / Brochure: 01926 646444 / Dealers: 22
 Warranty: 3 years/unlimited miles

Rapide S - 5020x2140mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
Eco band	MPG	0-60mph	CO ₂	List price	£	£
6.0 V12 auto Rapide S	M	19.9	4.9	332	50	£150299

Vantage - 4380x1865mm, EURO-NCAP N/A

Vantage - 4.380-4.380-1.860mm, EURO-VAP N/A						
DRIVER POWER POS: N/A						
4.7 V8 Vantage	M	20.5	4.8	321	50	£87344
4.7 V8 Vantage N430	M	20.5	4.8	321	50	£93344
4.7 V8 Vantage S	M	20.5	4.5	321	50	£97344
6.0 V12 Vantage S	M	17.3	3.7	388	50	£139155
Auto: add £5000, Vantage Roadster: add £9000 (not N430)						

DB9 - 4720x1875mm, EURO-NCAP N/A

DRIVER POWER POS: N/A					
Eco band	MPG	0-60mph	CO ₂	List price	
6.0 V12 auto Coupe GT	M	19.8	4.5	333	50 £140887

Vanquish - 4721x1905mm, EURO-NCAP N/A

DRIVER POWER POS: N/A					
Eco band	MPG	0-60mph	CO ₂	List price	
6.0 V12 auto Coupe	M	19.6	4.1	335	50
Vanquish Volante: add £12000					

AUDI

www.audi.co.uk / Brochure: 0800 699 888 / Dealers: 121
 Warranty: 3 years/60000 miles

A1 - 3954x1740mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: 152nd						
Eco band	MPG	0-60mph	CO ₂	List price		
1.0 TFSI (95) SE 3dr	A	60.0	10.9	99	15	£14530
1.0 TFSI (95) Sport 3dr	A	60.0	10.9	99	15	£16505
1.6 TDI (116) SE 3dr	A	60.7	9.4	92	19	£19605
1.4 TFSI (125) Sport 3dr	C	57.6	8.8	115	21	£18905
1.6 TDI (116) Sport 3dr	A	60.7	9.4	92	19	£17580
1.6 TFSI (125) S line 3dr	C	56.5	8.8	117	21	£18900
1.4 TFSI CoD (150) S line 3dr	C	58.9	7.8	112	25	£19695
1.6 TDI (116) S line 3dr	A	60.7	9.4	93	19	£19575
2.0 TFSI (231) S1 3dr	G	40.4	5.8	162	33	£25595
S tronic auto: add £1540, A1 Sportback: add £620, S1 Sportback:						

5 TFSI (150) SE 3dr

1.6 TDI (116) SE 3dr	A	80.7	9.4	92	19	£15605
1.4 TFSI (125) Sport 3dr	C	57.6	8.8	115	21	£16905
1.6 TDI (116) Sport 3dr	A	80.7	9.4	92	19	£17535
1.4 TFSI (125) S line 3dr	C	56.5	8.8	117	21	£18895

Vorsprung durch Technik



The latest in Vorsprung durch Technik.



The all-new Audi A4 Saloon Sport ultra from £329 per month.* Includes:

- ▶ MMI Navigation
- ▶ Xenon headlights with LED daytime running lights
- ▶ Audi Smartphone Interface

Visit audi.co.uk/offers

Business users only with Contract Hire.*

Official fuel consumption figures for the all-new Audi A4 Saloon Sport ultra 2.0 TDI 190PS manual in mpg (l/100km): Urban 58.9 (4.8), Extra Urban 80.7 (3.5), Combined 72.4 (3.9). CO₂ emissions: 102g/km. Fuel consumption and CO₂ figures are obtained under standardised EU test conditions (Directive 93/116/EEC). This allows a direct comparison between different manufacturer models but may not represent the actual fuel consumption achieved in 'real world' driving conditions. Optional wheels may affect emissions and fuel consumption figures. Image shown for illustration purposes only. More information is available on the Audi website at audi.co.uk and at dft.gov.uk/vca. *At the end of the agreement the vehicle and ownership rights will stay with Audi Finance. *Plus VAT and initial rental. Business users only. Based on the all-new Audi A4 Saloon Sport ultra 2.0 TDI 190PS manual. Based on 3 years, 10,000 miles per annum. Contract Hire agreement with an initial rental of £1,974.00 (plus VAT). 6p (plus VAT) per mile excess mileage charges apply. Offer available for vehicles ordered between 1 October 2015 and 31 December 2015 from participating Centres. Offer may be varied or withdrawn at any time. Further charges may be payable when vehicle is returned, subject to the contract fair wear and tear guidelines and mileage. VAT payable at the prevailing rate. Finance subject to status. Available to 18s and over. Subject to availability. Prices quoted and examples shown are correct at time of publication [October 2015] and do not take into account any variation to government taxes or charges arising after the date of publication. Terms and conditions apply. Freeport: Audi Finance.

BENTLEY

www.bentleymotors.co.uk / Brochure: 0800 100 5200 / Dealers: 23

Warranty: 3 years/unlimited miles

Flying Spur - 529x184mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

4.0 V8 auto Flying Spur	L	25.9	4.9	254	50	£143725
6.0 W12 auto Flying Spur	M	19.0	4.3	343	50	£154455

Mulsanne - 557x192mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

6.75 V8 auto Mulsanne	M	16.8	5.1	393	50	£230515
6.75 V8 auto Mulsanne Speed	M	19.3	4.8	342	50	£253155

Continental - 480x529x1916-1945mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

6.0 W12 auto GT	M	19.5	4.3	338	50	£151855
6.0 W12 auto GT Speed	M	19.5	4.0	338	50	£169455
4.0 V8 auto GT	L	26.7	4.6	246	50	£130915
4.0 V8 auto GT S	L	26.7	4.3	246	50	£150725
4.0 V8 auto GT R	M	22.3	3.6	295	50	£238455

Continental GTC: add £13000 to V8, £20,225 to V8 S, £15300 to Speed, £13800 to W12

BMW

www.bmw.co.uk / Brochure: 0800 325 600 / Dealers: 153

Warranty: 3 years/unlimited miles

1 Series - 399x177mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

eDrive auto i3	A	N/A	7.2	0	21	£30980
eDrive auto i3 Range Extender	A	470.8	7.9	13	21	£41310

1 Series - 432x1765mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 101st

1.6 118i SE 3dr	D	52.3	8.5	125	18	£20780
1.6 118i Sport 3dr	D	52.3	8.5	125	18	£21790
1.6 120i Sport 3dr	E	48.7	7.4	136	21	£23830
2.0 125i M Sport 3dr	G	42.2	6.4	157	28	£26910
3.0 M135i 3dr	J	35.3	5.1	188	37	£31860
1.5 116d ED Plus 3dr	A	83.1	10.4	89	15	£22030
2.0 118d SE 3dr	B	70.6	8.3	104	19	£22860
2.0 118d Sport 3dr	B	70.6	8.3	104	19	£23860
2.0 120d Sport 3dr	C	65.7	7.1	114	24	£25310
2.0 auto 125d M Sport 3dr	D	61.4	6.3	121	30	£30335

Auto: add £1490-£1585, Sdr: add £330, M Sport: add £1700-£1830

3 Series - 462x1811mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 51st

2.0 318i SE	D	52.3	8.9	124	23	£24975
2.0 318i Sport	D	52.3	8.9	124	23	£25275
2.0 320i SE	E	48.7	7.3	134	30	£27255
2.0 320i M Sport	E	48.7	7.3	134	30	£29555
2.0 328i M Sport	E	47.9	7.3	138	31	£29555
2.0 328i M Sport	G	42.5	5.9	151	36	£23805
2.0 340i M Sport	I	36.7	5.5	179	38	£28125
2.0 316d SE	B	68.9	10.9	109	20	£22435
2.0 316d Sport	B	68.9	10.9	109	20	£22735
2.0 318d SE	C	67.3	9.0	111	24	£23885
2.0 318d Sport	C	67.3	9.0	111	24	£23885
2.0 320d SE	C	67.3	7.5	111	31	£23785
2.0 320d Sport	C	67.3	7.5	111	31	£23085
2.0 320d EfficientDynamics Plus	B	72.4	8.0	102	31	£30845
2.0 318d M Sport	C	64.2	8.0	116	25	£30985
2.0 320d EfficientDynamics Sport	B	68.9	8.0	106	31	£29085
2.0 320d M Sport	C	64.2	7.5	116	32	£23085
2.0 330d auto M Sport	E	56.5	5.6	131	38	£27415
2.0 335d auto M Sport XDrive	F	51.4	4.8	145	43	£40330
3.0 TTT M3	K	32.1	4.3	204	45	£56595

Auto: add £1730-£1420, xDrive: add £1550, 3 Series Touring: add £1300-£1340, Sport: add £1000 to SE, Luxury: add £200 to M Sport (not 335d)

3 Series Gran Turismo - 482x1828mm, EURO-NCAP N/A

DRIVER POWER POS: 51st

2.0 320i SE	G	42.2	7.9	155	31	£29905
2.0 320i Luxury	G	42.2	7.9	155	31	£31905
2.0 328i SE	G	41.5	6.1	157	35	£35105
2.0 328i M Sport	G	41.5	6.1	157	35	£35105
3.0 350i M Sport	J	34.9	5.7	189	38	£40565
3.0 318d SE	D	61.4	8.7	122	24	£31275
3.0 318d M Sport	D	61.4	8.7	122	24	£33275
3.0 320d SE	E	57.6	8.0	130	30	£32175
3.0 320d M Sport	E	57.6	8.0	130	30	£34375
3.0 325d SE	E	54.3	7.1	136	34	£34305
3.0 325d M Sport	E	54.3	7.1	136	34	£36305
3.0 auto 330d SE	E	54.3	5.7	137	40	£37705
3.0 auto 330d M Sport	E	54.3	5.7	137	40	£39705
3.0 auto 335d xDrive M Sport	F	49.6	4.9	149	42	£44120

Auto: add £1410-£1550, xDrive: add £1500 to 320i, £1515 to 330d, Sport: add £1000 to SE, M Sport: add £250 to Luxury

5 Series - 4907-4998x1960-1901mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 47th

2.0 520i SE	F	44.1	7.9	149	36	£33130
2.0 520i M Sport	F	44.1	7.9	149	37	£35130
2.0 528i SE	G	42.8	6.2	154	40	£38685
2.0 528i M Sport	G	42.8	6.2	154	41	£39530
3.0 auto 535i M Sport	H	39.2	5.7	169	42	£44685
4.4 V8 auto 550i M Sport	J	32.8	4.6	199	46	£57910
4.4 V8 auto 550i M Sport	J	32.8	4.6	199	46	£57910
2.0 518d SE	C	62.8	9.7	119	30	£30865
2.0 518d M Sport	C	62.8	9.7	119	31	£33665
2.0 520d SE	C	62.8	8.1	119	33	£32365
2.0 520d M Sport	C	62.8	8.1	119	34	£35165
2.0 525d SE	D	57.6	7.0	129	33	£36880
2.0 525d M Sport	D	57.6	7.0	129	40	£39910
3.0 auto 530d SE	E	55.4	5.8	134	43	£41455
3.0 auto 530d M Sport	E	55.4	5.8	134	43	£44255
3.0 auto 530d M Sport	E	55.4	5.8	134	43	£44270
3.0 auto 535d M Sport	E	53.3	5.3	138	45	£48820
3.0 auto ActiveHybrid 5 SE	F	44.1	5.9	149	44	£47790
3.0 auto ActiveHybrid 5 M Sport	F	44.1	5.9	149	44	£48825
3.0 auto ActiveHybrid 5 M Sport	F	44.1	5.9	149	44	£50625
4.4 V8 DCT M5	L	28.5	4.3	232	48	£73970

Auto: add £1535, 5 Series Touring: add £2325, Luxury: same price as M Sport except where listed

5 Series Gran Turismo - 5004x1901mm, EURO-NCAP N/A

DRIVER POWER POS: 47th

2.0 auto 520d SE	F	51.4	8.9	144	33	£38045
------------------	---	------	-----	-----	----	--------

Eco band
MPG
0-60mph
CO₂
Insurance group
List price

2.0 auto 520d Luxury	F	51.4	8.9	144	34	£40845
3.0 auto 530d SE	G	48.7	6.2	153	43	£46965
3.0 auto 530d M Sport	G	48.7	6.2	153	44	£48965
3.0 auto 535d M Sport	J	34.4	6.1	192	44	£49465
4.4 V8 auto 550d M Sport	K	30.7	5.0	214	46	£59515

M Sport: same price as 520d Luxury, add £800 to 530d, 535d, 535d M Sport, add £950 to 550d M Sport

7 Series (NEW) - 5098-5238x1902mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0 auto 740Li	G	41.5	5.6	159	44	£72060
3.0 auto 740Li M Sport	G	40.4	5.6	164	45	£75710
3.0 auto 730d	D	60.1	6.1	124	46	£65330
3.0 auto 730d M Sport	D	57.6	6.1	129	46	£68180
3.0 auto 730d	D	58.9	6.2	127	46	£68480
3.0 auto 730d M Sport	E	56.5	6.2	132	46	£72740

xDrive: add £2730 to 730d

2 Series Active Tourer - 4342x1800mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

1.5T 218i SE	C	57.6	9.2	115	13	£23010
2.0T 228i Sport	E	47.9	7.5	137	20	£26310
2.0T 225i xDrive auto Luxury	F	44.1	6.3	148	23	£32745
1.5 216d SE	A	74.3	10.6	90	11	£23945
2.0 218d SE	B	68.9	8.3	108	15	£25090
1.5T 220d Sport	C	64.2	7.6	115	21	£27790

Auto: add £1250 to 218i, £1420 to 220i, £1550 to diesel, Sport: add £1250 to SE, Luxury: add £750 to Sport, M Sport: add £1000 to Luxury, xDrive: add £3050 to 220d, 2 Series Gran Tourer: add £1700 to selected models

X1 (NEW) - 4433x1821mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

2.0 xDrive18d SE	B	68.7	9.2	109	N/A	£26780
2.0 xDrive20d Sport	D	58.0	7.6	127	N/A	£30630
2.0 xDrive20d auto Sport	F	44.8	7.4	146	N/A	£31225
2.0 xDrive25d auto xLine	E	56.5	6.6	132	N/A	£36060

Auto: add £1550 to 18d/20d, xDrive: add £1500 to xDrive18d, Sport: add £1500 to SE, xLine/M Sport: add £3000 to SE

X3 - 4657x1881mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 34th

2.0 xDrive20d SE	E	54.3	8.1	136	30	£33795
3.0 auto xDrive30d SE	G	49.6	5.9	159	39	£40295
3.0 auto xDrive35d M Sport	G	47.1	5.3	157	43	£45895

Auto: add £1550 to SE, xLine/M Sport: add £3000 to SE

X4 - 4657x1881mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.0 xDrive20d SE	E	54.3	8.1	136	31	£37395
3.0 auto xDrive30d xLine	G	49.6	5.9	159	39	£45395
3.0 auto xDrive35d M Sport	G	47.1	5.3	157	43	£49495

Auto: add £1645 to 20d, xLine: add £1500, M Sport: add £3000

X5 - 4886x1938mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

4.4 auto xDrive50i SE	L	27.2	5.0	242	49	£51185
2.0 auto xDrive25d SE	F	50.4	8.2	149	42	£44885
2.0 auto xDrive25d SE	G	48.7	8.2	154	42	£46565
3.0 auto xDrive30d SE	G	45.6	6.9	162	44	£48365
3.0 auto xDrive40d SE	G	45.6	5.9	164	47	£50225
2.0 hybrid auto xDrive40e SE	A	85.6	6.8	77	41	£51845
3.0 auto M50d xDrive	I	42.2	5.3	177	49	£50540
4.4 V8T auto X5 M	M	25.4	4.2	258	50	£90180

M Sport: add £4700 to 30d SE or £4125 to 50i SE, seven seats: add £1410

X6 - 4909x1989mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0 auto M50d xDrive	H	42.8	5.2	174	50	£57390
----------------------	---	------	-----	-----	----	--------

	Eco	fuel	MPG	0-60mph	CO ₂	insurance group	list price
3.0 dDrive35i M Sport	K	30.1	5.2	219	41	64690	
3.0 DCT dDrive35i	K	31.4	4.8	210	43	64790	
Auto: add £1890, M Sport: add £3885 to 18, £3165 to 20i models							

6 Series - 4894x1894mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0 auto 540i SE	I	37.2	5.3	176	47	£39430	
3.0 auto 540i SE	F	52.3	5.3	143	48	£39295	
4.4 V8 auto 650i Sport	K	32.1	4.6	206	50	£89790	
4.4 V8 DCT M6	L	28.5	4.2	231	50	£82350	
Convertible: add £4700-£5900, Gran Coupe: same price as Coupe, M Sport: add £3600 to SE, add £2600 to Sport							

18 - 4689x1942mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.5 TTT/eDrive auto i8	A	113.0	4.4	59	50	£39540	
------------------------	---	-------	-----	----	----	--------	--

CATERHAM

uk.caterhamcars.com / Brochure: 01833 333700 / Dealers: 2
Warranty: 1 year

Seven - 3100-3300x1270-1555mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

0.8T 160	C	57.6	6.5	114	N/A	£18995	
1.6 2T	N/A	5.0	N/A	N/A	N/A	£22995	
2.0 360	N/A	4.8	N/A	N/A	N/A	£26995	
2.0 420	N/A	3.8	N/A	N/A	N/A	£29995	
2.0 V6 620R	N/A	2.8	N/A	N/A	N/A	£69995	
5 Pack: add £2995, 11 Pack: add £3995, SV chassis: add £2500, DIY kit: £3000 less than factory build							

CHEVROLET

www.chevrolet.co.uk / Brochure: 0800 666 222 / Dealers: 1
Warranty: 3 years/60000 miles

Corvette - 4893x1877mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

6.2 V8 Stingray Coupe	M	23.5	3.8	279	50	£69810	
6.2 V8 Stingray Convertible	M	23.1	3.8	283	50	£74410	

CITROEN

www.citroen.co.uk / Brochure: 0800 023 4000 / Dealers: 196
Warranty: 3 years/60000 miles

C-Zero - 3475x1475mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

64hp auto C-Zero	A	N/A	15.3	0	28	£16995	
------------------	---	-----	------	---	----	--------	--

C1 - 3465x1844mm, EURO-NCAP N/A

DRIVER POWER POS: 96th

1.0 VTI (84) Touch 3dr	A	68.9	14.3	95	6	£8345	
1.0 VTI (84) Feel 3dr	A	68.9	14.3	95	6	£9595	
1.0 VTI (84) S&S Flair 3dr	A	74.3	14.3	88	7	£10535	
1.2 PureTech (82) Flair 3dr	A	65.7	11.0	99	11	£10635	
1.0 VTI (84) ETG Flair 3dr	A	67.3	14.6	97	7	£11185	
Sdr: add £400 to Flair 3dr, Airscape: add £1200 to select models							

C3 - 3941x1728mm, EURO-NCAP N/A

DRIVER POWER POS: 163rd

1.0 PureTech (84) VTR	B	64.2	14.2	102	8	£11075	
1.0 PureTech (84) VTR+	B	62.8	14.2	104	9	£12485	
1.2 PureTech (82) VTR+	B	61.4	14.2	107	12	£13515	
1.2 PureTech (82) Selection	B	61.4	14.2	107	12	£13865	
1.2 PureTech (110) S&S Exclusive	B	62.8	10.5	104	18	£15640	
1.6 BlueHDi (75) VTR	B	80.7	11.3	90	16	£13245	
1.6 BlueHDi (75) VTR+	B	80.7	11.3	90	16	£14785	
1.6 BlueHDi (75) Selection	B	80.7	11.3	90	16	£15135	
1.6 BlueHDi (100) Exclusive	B	83.1	10.8	87	19	£16790	
ETG auto: add £620 to 1.2 PureTech (82) VTR+							

C4 - 4323x1789mm, EURO-NCAP N/A

DRIVER POWER POS: 39th

1.2 PureTech (110) Touch	B	60.1	10.9	110	16	£14645	
1.0 PureTech (84) Touch	B	78.5	11.5	95	20	£16745	
1.6 BlueHDi (100) S&S Flair	A	85.6	11.5	86	20	£17545	
1.2 PureTech (130) S&S Flair	B	58.9	10.8	110	19	£18190	
1.6 BlueHDi (120) Flair	A	78.5	10.6	95	25	£19145	
2.0 BlueHDi (150) Flair	A	74.3	8.8	98	29	£20045	

C4 Cactus - 4157x1729mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.2 PureTech (75) Touch	B	61.4	12.9	105	9	£12990	
1.2 PureTech (82) Touch	B	61.4	12.9	105	9	£13490	
1.6 BlueHDi (100) Touch	A	83.1	10.7	87	18	£15490	
1.2 PureTech (82) Feel	B	61.4	12.9	105	9	£14690	
1.2 PureTech (82) S&S ETG Feel	A	65.7	15.0	96	7	£15390	
1.2 PureTech (110) S&S Feel	A	60.1	9.3	107	15	£15890	
1.6 BlueHDi (100) Feel	A	83.1	10.7	87	18	£16690	
1.6 e-HDi (82) ETG Feel	A	80.7	11.4	92	16	£16890	
Flair: add £1400 to Feel							

CS - 4779x1860mm, EURO-NCAP N/A

DRIVER POWER POS: 112th

2.0 HDi (160) VTR+ Techno Pack	D	57.6	8.1	129	25	£24150	
2.0 HDi (160) Exclusive Techno	D	57.6	8.1	128	25	£25790	
Auto: add £2415 to 2.0 HDi Exclusive, CS Tourer: add £1110							

Berlingo Multipurpose - 4380x1810mm, EURO-NCAP N/A

DRIVER POWER POS: 126th

1.6 VTI (95) Touch	F	44.1	12.8	148	10	£13355	
1.6 BlueHDi (75) Feel	C	65.7	15.1	113	12	£15440	
1.6 BlueHDi (100) Feel	C	65.7	12.4	113	14	£16040	
1.6 BlueHDi (100) ETG Feel	B	67.3	14.3	109	14	£16390	
1.6 BlueHDi (100) XTR	C	65.7	12.4	113	15	£16990	
1.6 BlueHDi (100) ETG XTR	B	67.3	14.3	109	15	£18440	
1.6 BlueHDi (120) XTR	C	64.2	11.4	115	17	£19540	
Feel Edition: add £1400 to Feel							

C3 Picasso - 4078x1730mm, EURO-NCAP N/A

DRIVER POWER POS: 108th

1.6 PureTech (110) VT	C	56.5	N/A	115	13	£13490	
1.2 PureTech (110) VTR+	C	56.5	N/A	115	14	£15555	
1.2 PureTech (110) Selection	C	56.5	N/A	115	14	£16105	
1.2 PureTech (110) Exclusive	C	56.5	N/A	115	14	£16650	
1.6 BlueHDi (100) VTR+	B	72.4	N/A	101	16	£16620	
1.6 BlueHDi (100) Selection	B	72.4	N/A	101	16	£17170	
1.6 BlueHDi (100) Exclusive	B	72.4	N/A	101	16	£17720	

1.2 PureTech (110) VT	C	56.5	N/A	115	13	£13490	
1.2 PureTech (110) VTR+	C	56.5	N/A	115	14	£15555	
1.2 PureTech (110) Selection	C	56.5	N/A	115	14	£16105	
1.2 PureTech (110) Exclusive	C	56.5	N/A	115	14	£16650	
1.6 BlueHDi (100) VTR+	B	72.4	N/A	101	16	£16620	
1.6 BlueHDi (100) Selection	B	72.4	N/A	101	16	£17170	
1.6 BlueHDi (100) Exclusive	B	72.4	N/A	101	16	£17720	

C4 Picasso - 4425x1826mm, EURO-NCAP N/A

DRIVER POWER POS: 77th

1.2 PureTech (130) VTR	C	56.5	N/A	115	16	£18270	
1.6 BlueHDi (100) VTR	A	74.3	14.3	99	15	£18725	
1.2 PureTech (130) VTR+	C	56.5	N/A	115	16	£19570	
1.6 BlueHDi (100) VTR+	A	74.3	14.3	99	15	£20025	
1.6 BlueHDi (120) VTR+	A	74.3	12.6	100	20	£20785	
1.6 BlueHDi (120) Exclusive	A	74.3	12.6	100	20	£22085	
1.6 THP (165) S&S Exclusive	D	50.4	8.4	130	21	£22710	
2.0 BlueHDi (150) Exclusive	B	67.3	9.8	102	24	£23050	
Auto: add £1350 to 1.6 BlueHDi (120) and 2.0 BlueHDi (150), Exclusive+: add £2360 to Exclusive							

Grand C4 Picasso - 4597x1826mm, EURO-NCAP N/A

DRIVER POWER POS: 77th

1.2 PureTech (130) VTR	C	56.5	N/A	115	16	£19970	
1.6 BlueHDi (100) VTR	A	74.3	14.3	99	15	£20425	
1.2 PureTech (130) VTR+	C	56.5	N/A	115	16	£21270	
1.6 BlueHDi (100) VTR+	A	74.3	14.3	99	15	£21725	
1.6 BlueHDi (120) VTR+	A	74.3	12.6	100	20	£22485	
1.6 BlueHDi (120) Exclusive	A	74.3	12.6	100	20	£23785	
1.6 THP (165) S&S Exclusive	D	50.4	8.4	130	21	£24410	
2.0 BlueHDi (150) Exclusive	B	67.3	9.8	102	24	£24750	
Auto: add £1350 to 1.6 BlueHDi (120) and 2.0 BlueHDi (150), Exclusive+: add £2360 to Exclusive							

DACIA

www.dacia.co.uk / Brochure: 0800 991199 / Dealers: 127
Warranty: 3 years/60000 miles

Sandero - 4057x1733mm, EURO-NCAP N/A

DRIVER POWER POS: 53rd

1.2 16v (75) Access	E	48.7	14.5	135	2	£3995	
1.2 16v (75) Ambiance	E	48.7	14.5	135	2	£3795	
0.9 TCE (90) Ambiance	C	56.5	11.1	116	6	£3595	
1.5 dCi (90) Ambiance	A	74.3	12.1	99	8	£8995	
Laureate: add £1400 to Ambiance, Laureate Prime: add £500 to Laureate							

Sandero Stepway - 4057x1733mm, EURO-NCAP N/A

DRIVER POWER POS: 53rd

0.9 TCE (90) Ambiance	D	52.3	11.1	124	7	£8995	
1.5 dCi (90) Ambiance	B	70.6	12.1	105	10	£9995	
Laureate: add £1800 to Ambiance							

Logan - 4450x1740mm, EURO-NCAP N/A

DRIVER POWER POS: 48th

1.2 16v (75) Access	E	48.7	14.5	135	4	£3995	
1.2 16v (75) Ambiance	E	48.7	14.5	135	4	£3795	
0.9 TCE (90) Ambiance	C	56.5	11.1	116	9	£3595	
1.5 dCi (90) Ambiance	A	74.3	12.1	99	11	£9995	
Laureate: add £1400 to Ambiance, Laureate Prime: add £500 to Laureate							

Duster - 4316x1822mm, EURO-NCAP N/A

DRIVER POWER POS: 91st

1.6 16v (105) Access ZWD	G	39.8	11.5	165	6	£9495	
1.5 dCi (110) Ambiance ZWD	D	56.5	11.8	130	10	£11995	
1.5 dCi (110) Laureate ZWD	D	56.5	11.8	130	11	£13495	
4WD: add £2000, Laureate Prime: add £500 to Laureate							

DS

www.drivets.co.uk / Brochure: 0800 023 4000 / Dealers: 196
Warranty: 3 years/60000 miles

DS 3 - 3948-3962x1715-1717mm, EURO-NCAP N/A

DRIVER POWER POS: 67th

1.2 PureTech (82) D5ign	B	62.8	14.2	104	9	£12865
1.2 PureTech (110) D5ign	B	60.1	9.6	107	19	£15630
1.2 VTI (120) auto D5ign	F	43.5	10.8	150	16	£18630
1.6 e-HDi (90) D5ign	B	76.3	12.5	95	16	£15820
1.6 THP (165) D5ign Techno	A	50.4	7.5	129	26	£17500
1.6 THP (165) D5ign Sport	A	50.4	7.5	129	26	£19000
1.6 BlueHdi (120) D5ign	A	78.5	10.4	94	24	£19320
1.6 THP (165) Ultra Prestige	A	50.4	7.5	129	27	£22900
1.6 BlueHdi (120) Ultra Prestige	A	78.5	10.4	94	24	£23220

Caloric: auto (2460) (selected models). THPS: £900 less than D5ign.

The BMW 5 Series



The Ultimate Driving Machine

bmw.co.uk

Eco band MPG 0-60mph CO₂ Insurance group List price

1.6 Ti-VCT (125) Zetec	F	44.1	11.5	149	16	£18195
1.0T EcoBoost (100) Zetec	C	55.4	12.6	117	14	£18695
1.0T EcoBoost (125) Zetec	C	55.4	11.4	117	16	£18195
1.5 TDCi (120) Zetec	B	68.9	11.3	105	17	£19895
1.0T EcoBoost (100) Titanium	C	55.4	12.6	117	14	£20195
1.0T EcoBoost (125) Titanium	C	55.4	11.4	117	17	£20695
1.5 TDCi (120) Titanium	B	68.9	11.3	105	17	£21395
2.0 TDCi (150) Titanium	D	64.2	9.5	114	25	£22895

Auto: add £1250 to diesel; Titanium X: add £2000 to 1.0 EcoBoost (125), 1.5 TDCi and 2.0 TDCi Titanium; Grand C-MAX: add £1600 (not 1.6 Ti-VCT)

S-MAX - 4796x1916mm, EURO-NCAP *****

1.5 EcoBoost (160) Zetec	F	43.5	9.9	149	19	£24545
2.0 TDCi (120) Zetec	D	56.5	13.4	129	16	£25245
2.0 TDCi (150) Zetec	D	56.5	10.8	129	20	£25995
1.5 EcoBoost (160) Titanium	F	43.5	9.9	149	19	£26245
2.0 TDCi (150) Titanium	D	56.5	10.8	129	20	£27695
2.0 TDCi (180) Titanium	D	56.5	9.7	129	20	£28445
2.0 EcoBoost (240) auto Titanium	I	35.8	8.4	180	26	£31300
2.0 TDCi (210) auto Titanium Sport	F	51.4	8.8	144	27	£32260
2.0 TDCi (180) auto 4WD TRM Spt	F	48.7	10.5	149	24	£32945

Auto: add £1550 to 2.0 TDCi (150) and (180), 4WD: add £1500 to 2.0 TDCi (150), Titanium Sport: add £1490 to 2.0 TDCi (180) Titanium

Galaxy - 4848x1916mm, EURO-NCAP *****

1.5 EcoBoost (160) Zetec	F	43.5	10.0	149	19	£26445
2.0 TDCi (120) Zetec	D	56.5	13.6	129	17	£27995
2.0 TDCi (150) Zetec	D	56.5	10.9	129	20	£28345
1.5 EcoBoost (160) Titanium	F	43.5	10.0	149	20	£28595
2.0 TDCi (150) Titanium	D	56.5	10.9	129	21	£29995
2.0 TDCi (180) Titanium	D	56.5	9.8	129	24	£30795
2.0 EcoBoost (240) auto Titanium X	I	35.0	8.6	180	26	£35205
2.0 TDCi (210) auto Titanium X	F	51.4	8.9	144	28	£36145

Auto: add £1550 to 2.0 TDCi (not 120), 4WD: add £1550 to 2.0 TDCi (150) Titanium, add £1365 to 2.0 TDCi (180) auto Titanium X, Titanium X: add £3100 to Titanium (not 1.5 EcoBoost)

EcoSport - 4235x1765mm, EURO-NCAP *****

1.5 (112) Zetec	F	44.8	13.3	149	9	£14245
1.0T EcoBoost (125) Zetec	C	52.3	12.7	125	11	£15145
1.5 TDCi (95) Zetec	C	64.2	N/A	115	N/A	£15895
1.5 (112) auto Titanium	F	44.8	14.1	149	9	£17045

Auto: add £1500 to 1.5 (112), Titanium: add £1300 to Zetec

Ranger - 5559x1850mm, EURO-NCAP *****

2.2 TDCi (125) Double Cab	J	37.2	14.9	189	13	£22999
2.2 TDCi (150) Double Cab XL	K	36.2	12.3	206	11	£23649
2.2 TDCi (150) Double Cab XLT	K	36.2	12.3	206	11	£25449
2.2 TDCi (150) Double Cab Limited	K	36.2	12.3	206	12	£27749
3.2 TDCi (200) Double Cab Limited	M	29.1	10.3	256	12	£28949
3.2 TDCi (200) Double Cab Wildtrak	M	29.1	10.3	256	12	£30389

Auto: add £1200 to 2.2 TDCi Limited and 3.2 TDCi Wildtrak, Limited 2: add £600 to Limited

Kuga - 4524x1838mm, EURO-NCAP N/A

1.5T (150) EcoBoost Zetec FWD	G	42.8	9.7	154	20	£20995
1.5T (180) EcoBoost auto Zetec AWD	K	36.7	9.7	179	21	£25145
2.0 TDCi (150) Zetec FWD	E	53.3	10.6	139	20	£22695
2.0 TDCi (150) Zetec AWD	G	47.9	10.7	154	21	£24195
2.0 TDCi (180) Titanium AWD	G	47.9	10.7	154	21	£26345

Auto: add £1485 to 2.0 TDCi AWD, Titanium: add £1650 to EcoBoost Zetec (not 2.0 TDCi (150) AWD), Titanium X: add £2750 to Titanium, Titanium X Sport: add £5700 to Titanium

Mustang - 4784x1916mm, EURO-NCAP N/A

2.3T EcoBoost Fastback	I	35.3	5.8	179	21	£28995
5.0 V8 GT Fastback	M	20.9	4.8	299	21	£32995

Auto: add £1500, Convertible: add £4000

GREAT WALL

greatwallmotor.co.uk / Brochure: 08430 227127 / Dealers: 54
Warranty: 6 years/25000 miles

Steed - 5042x1800mm, EURO-NCAP N/A						
2.0 (138) S Double Cab	L	32.8	17.0	222	7	£17998
2.0 (138) SE Double Cab	L	32.8	17.0	222	8	£20398
2.0 (138) Tracker Double Cab	L	32.8	17.0	222	8	£19198

HONDA

www.honda.co.uk / Brochure: 0845 200 8000 / Dealers: 196
Warranty: 3 years/50000 miles

Jazz (NEW) - 3959x1594mm, EURO-NCAP N/A

1.3 i-VTEC S	C	56.5	11.2	116	13	£13485
1.3 i-VTEC SE	C	56.5	11.2	116	13	£14595
1.3 i-VTEC EX	C	55.4	11.2	120	13	£15715
1.3 i-VTEC CVT EX Navl	C	57.6	12.0	114	13	£16815

Auto: add £1100

Civic - 4300x1770mm, EURO-NCAP *****

DRIVER POWER POS: 41st

1.4 i-VTEC S	D	52.3	13.4	129	8	£15975
1.4 i-VTEC SE	E	48.7	9.1	137	16	£17635
1.8 i-VTEC SE Plus	F	46.3	9.1	145	16	£19965
1.8 i-VTEC SR	F	46.3	9.1	145	17	£22135
1.8 i-VTEC Sport	F	46.3	9.1	145	17	£19615
1.6 i-VTEC S	A	78.5	10.5	94	18	£18775
1.6 i-VTEC SE Plus	A	78.5	10.5	94	18	£20570
1.6 i-VTEC Sport	A	78.5	10.5	98	18	£20820
1.6 i-VTEC SR	A	78.5	10.5	94	18	£21410
2.0 i-VTEC Type R	H	38.7	5.7	170	33	£29995
2.0 i-VTEC Type R GT	H	38.7	5.7	170	33	£32295

Auto: add £1400-£1415 to 1.8 i-VTEC SE Plus: add £1990 to S, EX Plus: add £1800 to 1.8 i-VTEC SR, £2000 to 1.6 i-VTEC SR, Civic Tourer: add £1000-£1550 (not 1.4, Type R)

HR-V - 4294x1772mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.5 i-VTEC (130) S	D	50.4	10.7	130	21	£17995
1.5 i-VTEC (130) SE	D	50.4	10.7	130	21	£18745
1.5 i-VTEC (130) CVT EX	A	52.3	11.2	125	22	£18745

Eco band MPG 0-60mph CO₂ Insurance group List price

1.6 i-DTEC (120) S	B	70.6	10.1	104	23	£19745
1.6 i-DTEC (120) SE	B	70.6	10.1	104	23	£21495

Auto: add £970 to 1.5 i-VTEC (not S), EX: add £3450 to SE

CR-V - 4570x1820mm, EURO-NCAP *****

DRIVER POWER POS: 21st

2.0 i-VTEC S 2WD	H	39.2	10.0	168	24	£22340
2.0 i-VTEC SE 4WD	H	38.2	10.2	173	24	£25610
2.0 i-VTEC SR 4WD	I	37.2	10.2	177	25	£28590
2.0 i-VTEC EX 4WD	I	37.2	10.2	177	25	£30435
1.6 i-DTEC (120) S 2WD	C	64.2	11.2	115	24	£23400
1.6 i-DTEC (120) SR 2WD	C	62.8	11.2	119	25	£24895
1.6 i-DTEC (160) SE 4WD	D	57.7	9.6	129	24	£27570
1.6 i-DTEC (160) SR 4WD	E	55.4	9.8	133	24	£30625
1.6 i-DTEC (160) EX 4WD	E	55.4	9.9	133	25	£32470

Auto: add £1500 to 2.0 i-VTEC, £1780 to 1.6 i-DTEC (160), SE: add £2170 to 1.6 i-DTEC (120) S

HYUNDAI

www.hyundai.co.uk / Brochure: 0800 981981 / Dealers: 162
Warranty: 5 years/unlimited miles

i10 - 3665x1660mm, EURO-NCAP *****

DRIVER POWER POS: 3rd

1.0 S	B	60.1	14.9	108	1	£8595
1.0 S Air	B	60.1	14.9	108	1	£9260
1.0 SE	B	60.1	14.9	108	1	£9660
1.2 SE	C	57.6	12.3	114	4	£10160
1.0 SE Blue Drive	A	65.7	15.1	98	1	£9910
1.0 Premium	B	60.1	14.9	108	1	£10360
1.2 Premium	C	57.6	12.3	114	4	£10860

Auto: add £655 to 1.2, Premium SE: add £135 to 1.2 Premium

i20 - 4035x1734mm, EURO-NCAP *****

DRIVER POWER POS: N/A

1.2 (75) S Sdr	C	58.9	13.6	112	5	£10695
1.1 CRDi (75) S Blue Sdr	A	88.3	16.0	84	6	£12445
1.2 (84) SE Sdr	C	55.4	13.1	119	6	£12725
1.4 (100) SE Sdr	D	51.4	11.6	127	10	£13325
1.1 CRDi (75) SE Sdr	B	70.6	16.0	103	6	£14225
1.4 CRDi (90) SE Sdr	B	68.9	12.1	106	10	£14725
1.2 (84) Premium Sdr	C	55.4	13.1	119	7	£13725
1.4 (100) Premium Sdr	D	51.4	11.6	127	10	£15325
1.4 CRDi (90) Premium Sdr	B	68.9	12.1	106	12	£15725

Auto: add £900 to 1.4 (100), S Air: add £750 to S, Premium SE: add £1000 to Premium, i20 Coupe: same price as Sdr (1.2 SE and 1.4 CRDi (90) only), i20 Coupe Sport: same price as i20 Sdr Premium (1.2 SE and 1.4 CRDi (90) only)

i30 - 4300x1780mm, EURO-NCAP *****

DRIVER POWER POS: N/A

1.4 (100) S Sdr	E	47.1	13.2	138	8	£15195
1.6 CRDi (110) Blue Drive S Sdr	A	78.4	11.5	94	11	£17195
1.4 (100) SE Sdr	E	47.1	13.2	138	8	£16495
1.6 (120) auto SE Sdr	G	41.5	11.9	158	10	£17895
1.6 CRDi (110) Blue Drive SE Sdr	A	78.4	11.5	94	12	£18495
1.6 (120) Premium Sdr	F	44.8	11.5	145	12	£20295
1.6 CRDi (136) Premium Sdr	B	70.6	10.2	104	13	£22295
1.6T-GDI (184) Turbo SE Sdr	H	38.7	6.0	169	21	£22495

Auto: add £1300 to 1.6 CRDi SE and Premium, i30 Tourer: add £1100 (not 1.4), Turbo SE Sdr: add £500 to Turbo SE Sdr

i40 - 4740-4770x1815mm, EURO-NCAP *****

DRIVER POWER POS: 80th

1.7 CRDi (115) BO S	B	66.0	N/A	110	13	£19600
1.7 CRDi (141) BO S	C	63.0	N/A	114	18	£20400
1.7 CRDi (115) BO SE Nav	B	66.0	N/A	110	13	£21600
1.7 CRDi (141) BO SE Nav	C	63.0	N/A	114	19	£22400
1.7 CRDi (115) BO Premium	C	66.0	N/A	118	13	£25600
1.7 CRDi (141) DCT BO Premium	D	43.0	N/A	129	19	£27500

Auto: add £1900 to 1.7 CRDi (141) (not S), i40 Tourer: add £1250 (add £1350 to Premium), SE Nav Business: add £1500 to SE Nav

ix20 - 4100x1765mm, EURO-NCAP *****

DRIVER POWER POS: N/A

1.4 Active	D	50.0	12.9	130	8	£13665
1.4 Classic	D	50.0	12.9	130	7	£12515
1.4 Style	D	50.0	12.9	130	8	£14615
1.4 CRDi Classic	C	66.0	14.5	114	9	£13835
1.6 CRDi Active	C	64.0	11.5	117	9	£15385
1.6 CRDi Style	C	64.0	11.5	117	9	£16335
1.6 auto Active	G	44.0	12.2	154	10	£15010
1.6 auto Style	G	44.0	12.2	154	10	£15960

ix35 - 4410x1820mm, EURO-NCAP *****

DRIVER POWER POS: 124th

100kW Fuel Cell EV

A N/A 12.5 0 N/A £53105

Tucson - 4475x1850mm, EURO-NCAP *****

DRIVER POWER POS: N/A

DRIVER POWER POS: N/A						
1.6 GDI (132) ISG S	F	44.8	11.5	147	N/A	£18695
1.7 CRDi (116) ISG S	C	61.7	13.7	119	N/A	£20195
2.0 CRDi (136) ISG SE Nav	D	58.9	10.6	127	N/A	£24195
2.0 CRDi (185) 4WD SE Nav	G	47.9	9.9	154	N/A	£26695
1.7 CRDi (116) ISG Premium	C	61.7	13.7	119	N/A	£25044
2.0 CRDi (136) ISG Premium	D	58.9	10.6	127	N/A	£25444
2.0 CRDi (185) 4WD Premium	G	47.9	9.9	154	N/A	£28944
1.6 T-GDI (177) 4WD Premium	I	37.2	9.5	177	N/A	£28944

DRIVER POWER POS: N/A

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	List price
2.2d Q50 SE	C	64.2	8.5	114	39	£27950
2.2d Q50 Premium	C	64.2	8.5	114	40	£28350
2.2d Q50 Sport	C	64.2	8.5	114	40	£28750
3.5 V6 auto Q50 Hybrid	F	45.6	5.1	144	42	£40025
3.5 V6 auto Q50 Hybrid AWD	F	41.5	5.4	159	42	£41630

Auto: add £1550 to 2.2d, Executive: add £1920 to SE, Premium Executive: add £3120 to Premium

Q60 - 4635-4780x1770-1850mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.7 V6 auto Q60 Conv GT Prem	M	24.8	6.4	264	48	£65730
3.7 V6 auto Q60 Coupe GT	L	26.9	5.9	246	45	£36790
3.7 V6 auto Q60 Coupe S	L	26.9	5.9	246	45	£36870
3.7 V6 auto Q60 Coupe S Prem	L	26.9	5.9	246	45	£41960

Q70 - 4845x1845mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.5 V6 auto Q70 Premium Hybrid	F	45.6	5.3	145	43	£24500
2.2d auto Q70 Premium	D	57.6	8.9	129	35	£32650
2.2d auto Q70 Sport	D	57.6	8.9	129	35	£32850
3.7 V6 auto Q70 Sport Tech	L	27.7	6.2	235	42	£44100

Tech spec: add £4100 to Premium, £2350 to Sport

QX50 - 4635-4645x1800mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0d V6 auto QX50	K	33.2	7.9	224	46	£34486
3.0d V6 auto QX50 GT	K	33.2	7.9	224	46	£34963
3.7 V6 auto QX50 GT	M	25.0	6.4	265	46	£38449

Premium spec: add £3998 to GT models

QX70 - 4865x1925mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0d V6 auto QX70 GT	K	32.8	8.3	225	47	£43370
3.0d V6 auto QX70S	K	32.8	8.3	225	47	£44470
3.7 V6 auto QX70 GT	M	23.0	6.8	282	50	£45225
3.7 V6 auto QX70S	M	23.0	6.8	282	47	£46425
5.0 V8 auto QX70S Premium	M	22.0	5.8	307	50	£46625

Premium spec: add £4450 to GT and S models

ISUZU

www.isuzu.co.uk / Brochure: 0846 626 640 / Dealers: 97
Warranty: 3 years/unlimited miles

D-Max - 5295x1860mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.5D Elger Double Cab	J	38.7	N/A	194	9	£23042
2.5D Yukon Double Cab	J	38.7	N/A	194	9	£24242
2.5D Blade Double Cab	J	38.7	N/A	194	9	£24938
2.5D Utah Double Cab	J	38.7	N/A	194	9	£25043

Auto: add £1200 to Yukon, Utah

JAGUAR

www.jaguar.co.uk / Brochure: 0800 085 1069 / Dealers: 97
Warranty: 3 years/unlimited miles

XE - 4672x1850mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.0d (163) SE	A	75.0	7.9	99	22	£27775
2.0d (163) R-Sport	A	75.0	7.9	99	24	£28325
2.0d (163) Portfolio	A	75.0	7.9	99	24	£28375
2.0d (180) SE	B	67.3	7.4	109	25	£30275
2.0d (180) R-Sport	B	67.3	7.4	109	27	£30325
2.0d (180) Portfolio	B	67.3	7.4	109	27	£30375
2.0d (200) auto SE	I	37.7	7.1	179	24	£26995
2.0d (200) auto R-Sport	I	37.7	7.1	179	27	£27045
2.0d (200) auto R-Sport	I	37.7	6.5	179	29	£28395
2.0d (200) auto Portfolio	I	37.7	6.5	179	29	£28345
3.0i S/C (240) auto S	J	34.9	4.9	194	35	£44870

Auto: add £1750 to 2.0d, Prestige: add £1000 to SE

XF - 4954x1987mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.0d (163) Prestige	B	71.7	8.2	104	N/A	£33200
2.0d (163) R-Sport	B	71.7	8.2	104	N/A	£34200
2.0d (163) Portfolio	B	71.7	8.2	104	N/A	£34600
2.0d (180) Prestige	C	65.7	7.5	114	N/A	£32800
2.0d (180) R-Sport	C	65.7	7.5	114	N/A	£33100
2.0d (180) Portfolio	C	65.7	7.5	114	N/A	£33700
3.0d (300) V6 auto S	F	51.4	5.8	144	N/A	£49950
3.0d V6 S/C (300) auto S	J	34.0	5.1	198	N/A	£49950

Auto: add £1750

XJ - 5122-5247x1894mm, EURO-NCAP N/A

DRIVER POWER POS: 7th

3.0d V6 auto Luxury	F	49.6	5.9	149	48	£58690
3.0d V6 auto Premium Luxury	F	49.6	5.9	149	48	£62690
3.0d V6 auto Portfolio	F	49.6	5.9	149	49	£69725
3.0d V6 auto R-Sport	F	49.6	5.9	149	49	£71625
3.0d V6 S/C auto Portfolio	K	31.0	5.7	224	49	£74185
3.0d V6 S/C auto R-Sport	K	31.0	5.7	224	49	£76085
5.0 V8 S/C auto LWB Autobiography	M	25.5	4.7	264	50	£100000
5.0 V8 S/C auto XJR	M	25.5	4.4	264	50	£92405

Long wheelbase: add £3000 (not XJR), LWB Autobiography: add £8625 to 3.0d R-Sport

F-Type - 4470x1823mm, EURO-NCAP N/A

DRIVER POWER POS: 34th

3.0 V6 S/C (340) Coupe	L	28.8	5.5	234	50	£51250
3.0 V6 S/C (340) S Coupe	L	28.8	5.3	234	50	£60250
5.0 V8 S/C (550) auto R Coupe	L	26.4	4.0	235	50	£86800

Auto: add £1800 to V6, 4WD: add £4850 to V6 S and V8 R, Convertible: add £5485 to all models

JEEP

www.jeep.co.uk / Brochure: 0800 94265337 / Dealers: 73
Warranty: 3 years/60000 miles

Renegade - 4236x1805mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.6 eTorq (110) Sport	F	47.1	11.8	141	8	£18995
1.6 eTorq (110) Longitude	F	47.1	11.8	141	9	£18595
1.6 MultiJet (120) Sport	C	61.4	10.2	120	13	£18695

1.4T MultiAir (140) Longitude	E	47.1	10.9	140	10	£18795
1.6 MultiJet (120) Longitude	C	61.4	10.2	120	13	£20295
2.0 MultiJet (140) 4WD Longitude	E	55.4	9.5	134	15	£22795
2.0 MultiJet (170) auto 4WD Low Lr	E	48.7	8.5	151	15	£28395
2.0 MultiJet (170) auto 4WD Trailhawk	E	48.7	8.5	151	15	£27995

Auto: add £1400 to 1.4 MultiAir, Limited: add £2800 to Longitude

Wrangler - 4223-4751x1873-1877mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.8 CRD auto Sahara 2dr	K	34.9	10.6	213	24	£29010
2.8 CRD auto Overland 2dr	K	34.9	10.6	213	25	£31160
2.8 CRD auto Sahara 4dr	K	34.0	10.7	217	24	£30680
2.8 CRD auto Overland 4dr	K	34.0	10.7	217	25	£32830

Wrangler Special Order programme: prices from £29025-£33445

Cherokee - 4623x1859mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.0 MultiJet (140) Longitude	E	53.3	10.9	139	26	£25495
2.0 MultiJet (140) Longitude 4x4	F	50.4	12.0	147	26	£27495
2.0 MultiJet (170) 4x4 auto	G	48.7	10.3	154	27	£28995
3.2 V6 Trailhawk 4x4 auto	K	25.4	8.4	223	35	£34245

Longitude Plus: add £2200, Limited: add £5700

Grand Cherokee - 4822x1943mm, EURO-NCAP N/A

DRIVER POWER POS: 35th

3.0 CRD V6 auto Laredo	J	37.7	10.2	198	36	£37705
3.0 CRD V6 auto Limited	J	37.7	8.2	198	40	£39705
3.0 CRD V6 auto Limited	J	37.7	8.2	198	40	£42705
3.0 CRD V6 auto Overland	J	37.7	8.2	198	41	£46405
3.0 CRD V6 auto Summit	J	37.7	8.2	198	43	£50205

6.4 V8 HEMI auto SRT8 M 20.2 5.0 327 50 £68720

KIA

www.kia.co.uk / Brochure: 0800 775 777 / Dealers: 170
Warranty: 7 years/100000 miles

Picanto - 3935x1595mm, EURO-NCAP 5 stars

DRIVER POWER POS: 125th

1.0 13dr	B	62.8	14.1	105	2	£8345
1.25i 3dr	B	61.4	11.5	106	6	£11495
1.0 5dr	B	62.8	14.1	105	2	£10145
1.25i 5dr	B	61.4	11.5	106	5	£10745
1.25i 5dr	B	61.4	11.5	106	6	£11745
1.25i 5dr	B	61.4	11.5	106	6	£12295

Auto: add £560 to Picanto 2, 3 and Chilli, 5dr: add £200 to Picanto 1, SR-7: add £1500 to Picanto 1

Rio - 4045x1720mm, EURO-NCAP 5 stars

DRIVER POWER POS: 59th

1.25i 13dr	B	56.5	12.9	115	2	£10345
1.25i 3dr	B	56.5	12.9	115	2	£12245
1.4 15dr	B	56.5	11.0	114	7	£10345
1.4 15dr	B	56.5	11.0	114	7	£10445
1.4 CRDi 15dr	A	74.3	13.4	98	6	£15545
1.1 CRDi 15dr	A	85.6	16.1	86	2	£12245
1.1 CRDi 25dr	A	76.5	15.9	94	2	£14145
1.4 CRDi 25dr	A	74.3	13.4	98	6	£14045
1.4 15dr	B	56.5	11.0	114	7	£16345
1.4 CRDi 15dr	A	74.3	13.4	98	7	£17445

Auto: add £905 to 1.4 2 & 3 Sdr, 5dr: add £600 to 3dr, SR-7: add £1500 to 1.25 and 1.1 CRDi Rio 1

Soul - 4140x1800mm, EURO-NCAP 5 stars

DRIVER POWER POS: N/A

1.6 GDI Start	G	41.5	10.6	158	9	£12800
1.6 GDI Connect	G	41.5	10.6	158	10	£15000
1.6 CRDi Connect	E	36.5	10.8	132	9	£16600
1.6 GDI Mixx	H	38.7	10.6	170	11	£18355
1.6 CRDi Mixx	G	36.5	10.8	132	10	£21450
1.6 CRDi Mixx	G	36.5	10.8	132	10	£21450
1.6 CRDi Mixx	G	36.5	10.8	132	10	£21450

Auto: add £1500 to 1.6 CRDi, Connect Plus: add £1100 to Connect, Mixx: add £1800 to Mixx

Cee'd (NEW) - 4260-4310x1790mm, EURO-NCAP 5 stars

DRIVER POWER POS: 38th

1.4 15dr	E	47.1	12.3	138	N/A	£14805
1.4 CRDi 15dr	B	67.3	13.0	107	N/A	£16195
1.6 CRDi 15dr	A	76.5	9.5	94	N/A	£16795
1.0 T-GDI (90) 25dr	C	57.6	12.3	113	N/A	£21000
1.6 CRDi 25dr	A	74.3	9.5	99	N/A	£18895
1.0 T-GDI (118) 35dr	C	57.6	10.7	115	N/A	£20720
1.6 CRDi 35dr	A	74.3	9.5	99	N/A	£20695
1.6 CRDi 45dr	B	72.4	9.8	102	N/A	£22295
1.0 T-GDI (118) GT-Line 5dr	C	65.7	10.5	112	N/A	£20620
1.6 CRDi GT-Line 5dr	B	72.4	9.8	102	N/A	£20795
1.6 T-GDI GT 5dr	H	38.2	7.3	170	N/A	£23605
1.6 GDI pro, cee'd 25dr	D	52.3	9.8	124	N/A	£17295
1.0 T-GDI (90) pro, cee'd 25dr	C	57.6	12.4	113	N/A	£17445
1.6 CRDi pro, cee'd 25dr	A	74.3	9.5	99	N/A	£18395
1.0 T-GDI (118) pro, cee'd GT-Line 35dr	C	57.6	10.7	115	N/A	£19720
1.6 CRDi pro, cee'd GT-Line 35dr	B	72.4	9.8	102	N/A	£20295
1.6 T-GDI pro, cee'd GT-Line 35dr	H	36.2	7.3	170	N/A	£23105

Auto: add £1435 to 1.6 CRDi (not 1), Sportsracer: add £1200, SR7: add £845 to Cee'd 1, 4 Tech: add £2000 to 4

Optima - 4845x1830mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.7 CRDi 115G	D	57.6	10.2	128	17	£19995
1.7 CRDi 215G	D	57.6	10.2	128	17	£22895
1.7 CRDi 315G	D	57.6	10.2	128	17	£25795

Authorised £1550 to 3 and 3

GET YOUR CAR NEWS FIRST

AUTO EXPRESS'
NEW-LOOK APP
NOW AVAILABLE

DOWNLOAD NOW ON
ANDROID, KINDLE,
IPHONE & IPAD

FEATURING THE BEST
NEWS, DRIVES & TESTS



DOWNLOAD FREE

■ ITUNES STORE ■ GOOGLE PLAY STORE ■ AMAZON

Eco band
MPG
0-60mph
CO₂
Insurance group
List price

GranCabrio - 4881-4933x1847-1915mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

4.7 V8 auto	M	19.5	5.3	337	50	£98340
4.7 V8 auto MJC	M	19.5	4.9	337	50	£111770
4.7 V8 auto Sport	M	19.5	5.0	337	50	£109335

MAZDA

www.mazda.co.uk / Brochure: 0845 330 2800 / Dealers: 170
Warranty: 3 years/60,000 miles

2-4060x1695mm, EURO-NCAP ★★★★★
DRIVER POWER POS: N/A

1.5 (75) SE	B	60.1	12.1	110	13	£11995
1.5 (75) SE-L	B	60.1	12.1	110	13	£12995
1.5 (90) SE-L	B	62.8	9.4	105	15	£13995
1.5 (90) Sport	B	62.8	9.4	105	15	£14995
1.5 (115) Sport Nav	C	56.5	8.7	117	19	£15995
1.5D (105) SE-L	A	83.1	10.1	89	15	£15995
1.5D (105) Sport	A	83.1	10.1	89	15	£16995

Auto: add £1200 to 1.5 (90)

3-4465-4585x1795mm, EURO-NCAP ★★★★★
DRIVER POWER POS: 39th

1.5 (100) SE Sdr	C	55.4	10.8	119	13	£16995
2.0 (120) SE Sdr	C	55.4	8.9	119	17	£17295
2.0 (120) Sport Nav Sdr	C	55.4	8.9	119	18	£20195
2.0 (165) Sport Nav Sdr	E	48.7	8.2	135	22	£21920
2.3D (150) SE Sdr	D	72.4	8.1	107	23	£19645
2.3D (150) Sport Nav Sdr	D	72.4	8.1	107	24	£22545

Auto: add £1200 to 2.0 (120) and 2.3D, Fastback: same price as Sdr (not 1.5, diesel auto), SE-L: add £1500 to SE (not 1.5)

6-4870x1840mm, EURO-NCAP ★★★★★
DRIVER POWER POS: 49th

2.0 (145) SE	D	51.4	9.5	129	18	£15995
2.0 (165) Sport	E	47.9	9.1	135	19	£23495
2.3D (150) SE	B	68.9	9.0	108	21	£22095
2.3D (150) Sport	B	68.9	9.0	108	21	£25295
2.3D (175) Sport	C	62.8	7.8	119	23	£26295

Auto: add £1300 to 2.0 (145) (not SE), £1200 to 2.3D (not SE), Tourer: add £800-£1000 (not 2.0 (145)), SE-L: add £800 to SE

5-4585x1750mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

1.6D Sport Venture	E	54.3	13.7	138	16	£21895
2.0 Sport Venture	G	40.9	11.0	158	15	£20495

CX-3-4275x1785mm, EURO-NCAP ★★★★★
DRIVER POWER POS: N/A

2.0 (120) 2WD SE	E	47.9	9.0	137	17	£17595
2.0 (120) 2WD SE-L	E	47.9	9.0	137	16	£18995
2.0 (120) 2WD Sport Nav	E	47.9	9.0	137	17	£20495
2.0 (150) 4WD Sport Nav	F	44.1	8.7	150	19	£22495
1.5D (105) SE	B	70.6	10.1	105	15	£23995
1.5D (105) SE-L	B	70.6	10.1	105	13	£20395
1.5D (160) Sport Nav	B	70.6	10.1	105	15	£21895

Auto: add £1200 to 1.5D petrol, £1300 to AWD Sport Nav Diesel, AWD: add £1500 to Sport Nav Diesel

CX-5-4540x1840mm, EURO-NCAP ★★★★★
DRIVER POWER POS: 64th

2.0 (165) SE-L	E	47.1	9.2	139	17	£21595
2.0 (165) Sport	E	47.1	9.2	139	18	£23995
2.3D (150) SE-L	C	61.4	9.2	119	20	£23295
2.3D (150) SE-L Lux	C	61.4	9.2	119	20	£24695
2.3D (150) Sport	C	61.4	9.2	119	21	£25695
2.3D (175) Sport 4WD	E	54.3	8.8	136	23	£27695

Auto: add £1300 to SE-L, £1200 to 2.3D (175) Sport, AWD: add £1700 to Skyactiv-D (150) SE-L

MX-5-3890x1730mm, EURO-NCAP ★★★★★
DRIVER POWER POS: N/A

1.5i SE	E	53.3	8.3	139	22	£18495
1.5i SE-L	E	53.3	8.3	139	22	£19245
1.5i Sport	E	53.3	8.3	139	22	£21845
2.0i SE-L	G	40.9	7.3	161	27	£20095
2.0i Sport	G	40.9	7.3	161	27	£22695

Sport: add £2600 to SE-L

MERCEDES

www.mercedes-benz.co.uk / Brochure: 0800 156 5635 / Dealers: 136
Warranty: 3 years/unlimited miles

A-Class - 4265x1780mm, EURO-NCAP ★★★★★
DRIVER POWER POS: 119th

1.6 A 180 SE	D	51.4	9.2	128	18	£20715
1.6 A 180 Sport	E	51.4	9.2	133	18	£21840
1.6 A 200 Sport	E	48.6	8.4	134	23	£23565
1.9 A 200 Engineered AMG	F	44.1	6.6	148	34	£29360
1.5 A 180 CDI ECO Sport	A	78.5	11.3	92	15	£21965
1.5 A 180 CDI ECO Sport	A	78.5	11.3	92	16	£22785
1.8 A 200 CDI Sport	C	62.8	9.3	118	20	£23860
2.1 auto A 220 CDI AMG Sport	C	64.2	8.2	115	20	£27760
2.1 auto A 45 AMG	G	40.9	4.6	161	43	£38195

Auto: add £1450, AMG Sport: add £1250 to A200 and A180 CDI Sport, 4MATIC: add £1550 to A250

B-Class - 4393x1786mm, EURO-NCAP ★★★★★
DRIVER POWER POS: 118th

1.6 B 180 SE	D	50.4	9.3	129	19	£21500
1.6 B 200 SE	D	50.4	8.6	130	22	£22575
2.1 auto B 220 CDI 4MATIC Sport	D	56.5	8.3	130	19	£28625
1.5 B 180 CDI ECO SE	A	78.5	11.6	94	15	£22575
1.5 B 180 CDI SE	B	68.9	11.6	108	15	£22575
2.1 B 200 CDI SE	C	65.7	9.9	111	19	£23650
2.1 auto B 220 CDI Sport	B	67.3	8.3	109	20	£27125
132kW ED Sport	A	N/A	7.9	0	20	£26950
132kW ED Electric Art	A	N/A	7.9	0	20	£27245

Auto: add £1450, Sport: add £725 to petrol SE, £595 to B 180 CDI SE, £775 to B 200 CDI AMG Line: add £2020 to SE petrol, £1890 to B 180 CDI and B 200 CDI SE, add £1295 to B 220 CDI Sport, £1425 to 4MATIC

CLA-Class - 4630x1777mm, EURO-NCAP ★★★★★
DRIVER POWER POS: N/A

1.8 CLA 200 CDI Sport	C	64.2	9.4	117	25	£28925
2.1 CLA 220 CDI Sport	C	62.8	8.2	117	28	£28775
1.8 CLA 180 Sport	D	50.4	9.3	130	24	£24775
2.0 CLA 250 4MATIC AMG Sp	G	42.8	6.6	154	35	£34605
2.0 CLA 45 AMG	G	39.8	4.6	161	45	£42275

Auto: add £1450, AMG Sport: add £2200 to Sport, Shooting Brake: add £850-£960, 4MATIC: add £1500 to CLA 220 CDI

C-Class - 4686x1810mm, EURO-NCAP ★★★★★
DRIVER POWER POS: 42nd

2.0 C 200 AMG Line	E	53.3	7.5	132	31	£31285
2.0 C 200 d AMG Line	B	68.9	9.7	106	26	£32870
2.0 C 200 d SE	B	72.4	9.7	101	25	£29380
2.0 C 200 SE	D	53.3	7.5	123	29	£27665
2.1 C 220 d AMG Line	B	70.6	7.7	108	31	£33665
2.1 C 220 d SE	B	70.6	7.7	103	29	£30175
2.1 auto C 250 d AMG Line	C	65.7	6.6	117	37	£36320
2.1 auto C 250 d SE	B	65.7	6.6	109	35	£32830
2.1 auto C 300 h AMG Line	A	78.5	6.4	100	37	£38950
2.1 auto C 300 h SE	A	78.5	6.4	94	36	£35440
2.0 auto C 350 e Sport	A	134.5	5.9	48	38	£52370
4.0 V8T auto AMG C 63	J	34.5	4.1	192	47	£60600
4.0 V8T auto AMG C 63 S	J	34.5	4.0	192	48	£66410

Auto: add £1500, Sport: add £1995 to SE, Estate: add £1200

E-Class - 4679x1854mm, EURO-NCAP ★★★★★
DRIVER POWER POS: 61st

2.1 auto E 220 BlueTEC AMG Night D	D	57.7	8.3	128	39	£37565
2.1 auto E 220 BlueTEC SE	D	64.2	8.3	116	38	£34870
2.0 auto E 250 AMG Night Edition	F	46.3	7.4	142	41	£38785
2.0 auto E 250 SE	E	47.9	7.4	138	41	£36700
2.1 auto E 250 CDI AMG Night Ed	E	55.4	7.5	134	43	£40245
2.1 auto E 250 CDI SE	D	57.7	7.5	129	41	£37420
2.1 auto E 300 B7C Hybrid AMG N	B	67.3	7.1	110	45	£43175
2.1 auto E 300 BlueTEC Hybrid SE	B	68.9	7.1	109	44	£40480
3.0 auto E 300 BlueTEC AMG N	E	53.3	6.4	139	46	£42010
5.5 V8T MCT E 63 AMG	L	28.8	4.2	230	47	£47425
5.5 V8T MCT E 63 AMG S	L	28.5	4.1	232	49	£47420

Estate: add £1790-£1915

CLS-Class - 4940x1881mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

2.1 auto CLS 220 d AMG Line	D	56.5	8.5	129	43	£46500
3.0 auto CLS 350 d AMG Line	F	52.3	6.5	142	48	£50695
3.0 auto CLS 400 AMG Line	H	38.7	5.3	170	47	£53855
5.5 V8T MCT AMG CLS 63 S	L	28.5	4.1	231	50	£85510

Shooting Brake: add £1580 to CLS 220 d, £1450 to CLS 350 d, £500 to AMG CLS 63 S

S-Class - 5116-5453x1899mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

2.1 auto S 300 h AMG Line L	C	61.4	7.6	120	50	£73075
3.0 auto S 350 d SE Line L	F	51.4	6.8	146	49	£67995
3.0 auto S 350 d AMG Line	F	51.4	6.8	151	50	£69990
3.5 auto S 400 h SE Line L	F	44.8	5.8	147	49	£72020
3.0 auto S 500 e AMG Line L	A	100.9	5.2	65	49	£89290
4.0 V8 auto S 500 AMG Line L	K	31.7	4.8	207	50	£89790
6.0 V12 auto S 600 AMG Line L	M	25.5	4.6	259	50	£142795
6.0 V12 auto S 600 Maybach L	M	24.1	5.0	274	50	£165710
5.5 V8T auto AMG S 63	L	28.0	4.4	237	50	£121690
6.0 V12T auto AMG S 65	M	23.7	4.3	279	50	£182750

Long wheelbase: add £3000 to S 350 d AMG Line, AMG Line L: add £3995 to S 400 h SE Line L

Citan - 4321-4705x1829mm, EURO-NCAP ★★★★★
DRIVER POWER POS: N/A

1.5 108 CDI TraveLLiner Long	C	65.7	N/A	112	7	£19948
1.5 109 CDI TraveLLiner Long	C	65.7	N/A	112	9	£20284
1.5 111 CDI TraveLLiner Long	D	64.2	N/A	123	14	£22102
1.2 112 TraveLLiner	E	46.3	N/A	140	12	£19646

Extra-Long 7-seater: add £2088 to 109 CDI, £1788 to 111 CDI

V-Class - 4895-5370x1928mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

2.1 auto V220 BlueTEC SE	G	45.6	11.8	163	31	£41845
2.1 auto V250 BlueTEC SE	H	44.8	9.1	166	33	£43520
2.1 auto V220 BlueTEC Sport	G	45.6	11.8	163	33	£44340
2.1 auto V250 BlueTEC Sport	H	44.8	9.1	166	37	£46015

Extra Long: add £1535

GLA-Class - 4417x1804mm, EURO-NCAP ★★★★★
DRIVER POWER POS: N/A

2.1 GLA 200 CDI Sport	C	62.8	10.0	119	25	£26265
2.1 auto GLA 220 CDI 4MATIC Sport	E	55.4	8.3	132	28	£30645
2.0T auto GLA 250 4MATIC Sport	G	42.8	7.1	154	33	£30330
2.0T auto GLA 45 AMG	H	37.7	4.8	175	44	£44600

Auto: add £1450 to GLA 200 CDI, 4MATIC: add £1630 to GLA 200 CDI auto, AMG Line: add £1000

GLC-Class - 4656x1890mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

2.1 auto GLC 220 d 4MATIC SE	D	56.0	8.3	129	N/A	£34550
2.1 auto GLC 250 d 4MATIC SE	D	56.0	7.6	129	N/A	£36105

Sport: add £2495, AMG Line: add £3990

GLE-Class - 4819x1925mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

2.1 auto GLE 250 d 4MATIC Sport	G	47.9
---------------------------------	---	------

	Eco	fuel	MPG	0-60mph	CO ₂	insurance group	list price
C-Class Coupe - 4696x1810x1877mm, EURO-NCAP N/A							
DRIVER POWER POS: N/A							
2.0 C 200 Sport	D	53.3	7.7	123	N/A	E30955	
2.0 auto C 300 Sport	F	44.8	6.0	146	N/A	E35460	
2.1 C 220 d Sport	B	58.9	7.8	106	N/A	E31465	
2.1 C 250 d Sport	B	67.3	6.7	109	N/A	E31510	
4.0 V8T auto AMG C 63	J	32.8	4.0	200	N/A	E61160	
4.0 V8T AMG C 63 S	J	32.8	3.9	200	N/A	E61910	
Auto: add £1500, AMG Line: add £1495-£1625							

E-Class Coupe - 4698x1786mm, EURO-NCAP N/A							
DRIVER POWER POS: 61st							
2.1 auto E 200 AMG Line	E	47.1	7.8	140	41	E38635	
2.1 auto E 220 BlueTEC AMG Line	D	57.7	8.3	129	40	E38310	
3.0 auto E 250 CDI AMG Line	D	57.7	7.3	129	44	E46030	
2.0 auto E 350 BlueTEC AMG Line	E	54.3	6.2	136	47	E46235	
3.0 auto E 400 AMG Line	G	40.9	5.2	161	46	E46425	
E-Class Cabriolet: add £3370-£3500							

S-Class Coupe - 4698x1786mm, EURO-NCAP N/A							
DRIVER POWER POS: N/A							
4.6 auto S 500 AMG Line	K	48.6	4.6	219	50	E39185	
5.5 V8T auto AMG S 63	L	47.1	4.2	237	50	E125605	
6.0 V12T auto AMG S 65	M	37.2	4.1	279	50	E130375	

SLK-Class - 4134x1810mm, EURO-NCAP N/A							
DRIVER POWER POS: N/A							
2.0 SLK 200 AMG Sport	G	43.5	7.0	150	43	E34715	
2.1 auto SLK 250 d	C	70.6	6.6	114	45	E33030	
2.1 auto SLK 250 d 4MATIC Sport	C	70.6	6.6	114	45	E33030	
3.5 auto SLK 300 AMG Sport	E	41.8	5.8	138	45	E35350	
5.5 V8 AMG SLK 55	J	33.6	4.6	195	50	E35350	
Auto: add £1500 to SLK 200							

SL-Class - 4617x1877mm, EURO-NCAP N/A							
DRIVER POWER POS: N/A							
3.0 V8T auto SL 400 AMG Sport	I	36.7	5.2	179	50	E37575	
4.7 auto SL 500 AMG Sport	K	31.0	4.6	212	50	E38130	
5.5 V8T auto AMG SL 63	L	28.0	4.2	234	50	E114185	
6.0 V12T auto AMG SL 65	M	24.4	4.0	279	50	E173360	
Mile Miglia 417 Ed: add £11760 to SL 400, add £12205 to SL 500							

AMG GT - 4546x1939mm, EURO-NCAP N/A							
DRIVER POWER POS: N/A							
4.0 V8T (462) DCT AMG GT	K	36.4	4.0	216	50	E37300	
4.0 V8T (510) DCT AMG GT S	K	36.1	3.8	219	50	E110500	

MG							
www.mg-motor.co.uk / Brochure: 0845 303 6464 / Dealers: 46							
Warranty: 3 years/60000 miles							
MG3 - 4018x1723mm, EURO-NCAP☆☆☆☆							
DRIVER POWER POS: 10th							
1.5 (106) 3 Tline	E	48.7	10.4	136	4	E3899	
1.5 (106) 3 Form	E	48.7	10.4	136	4	E3999	
1.5 (106) 3 Form Sport	E	48.7	10.4	136	4	E3949	
1.5 (106) 3 Style	E	48.7	10.4	136	4	E3999	

MG6 - 4651x1827mm, EURO-NCAP N/A							
DRIVER POWER POS: 28th							
1.9 DTI-TECH 15 Sdr	C	61.4	8.4	119	17	E13995	
1.9 DTI-TECH 15 Sdr	C	61.4	8.4	119	17	E13995	
1.9 DTI-TECH 15 Sdr	C	61.4	8.4	119	17	E17995	

MINI							
www.mini.co.uk / Brochure: 0800 083 6464 / Dealers: 148							
Warranty: 3 years/unlimited miles							
MINI - 3821x3850x1727mm, EURO-NCAP☆☆☆☆							
DRIVER POWER POS: 9th							
1.27 One	B	61.4	9.9	108	20	E13750	
1.2 One D	A	83.1	11.0	89	20	E14890	
1.5 Cooper	B	52.0	7.9	105	20	E15300	
1.5 Cooper D	A	74.0	9.2	92	17	E16450	
2.0T Cooper S	E	49.0	6.8	133	28	E18655	
2.0 Cooper SD	B	68.9	7.4	106	23	E19450	
2.0T John Cooper Works	G	42.2	6.3	135	29	E23050	
Auto: add £1270 to One, Cooper, Cooper D, add £1500 to Cooper S, add £1330 to JCW, Sdr: add £600 (not One/One D/CW)							

Chelmsford - 4253x1800mm, EURO-NCAP N/A							
DRIVER POWER POS: N/A							
1.5T Cooper	C	55.4	9.1	118	N/A	E19995	
2.0T Cooper S	F	45.6	7.2	144	N/A	E22735	
2.0 Cooper D	B	68.9	8.6	109	N/A	E22265	

Convertible - 3723x1683mm, EURO-NCAP☆☆☆☆							
DRIVER POWER POS: 145th							
1.6 Cooper	E	49.6	11.1	133	18	E17850	
1.6 Cooper D	B	70.6	10.3	105	19	E18910	
1.6T Cooper S	E	47.1	7.3	139	32	E21050	
1.6T John Cooper Works	H	41.5	6.9	169	36	E25295	
1.6 One	E	49.6	11.3	133	14	E16420	
2.0 Cooper SD	C	62.8	8.7	118	23	E21730	

Peacemaker - 4110x1789mm, EURO-NCAP N/A							
DRIVER POWER POS: N/A							
1.6 Cooper	E	47.1	10.4	140	16	E18980	
1.6 Cooper D	C	64.2	10.8	115	15	E20210	
1.6T Cooper S	F	46.3	7.5	143	30	E22350	
2.0 Cooper SD	D	61.4	9.2	122	20	E23070	
1.6T ALL John Cooper Works	H	38.2	6.9	172	33	E29440	
Auto: add £1195 to Cooper ALL, £1260 to Cooper D, ALL: add £1190 to Cooper D, £1235 to Cooper S or £1220 to Cooper SD							

Countryman - 4097x1789mm, EURO-NCAP☆☆☆☆							
DRIVER POWER POS: 113th							
1.6 Cooper	E	47.0	10.5	140	16	E18510	
1.6 Cooper D	C	64.0	10.9	115	16	E19740	

1.6T Cooper S							
1.5 One							
1.6 One D							
2.0 Cooper SD							
1.6T ALL John Cooper Works							
Auto: add £1195 to Cooper ALL, ALL: add £1090 to Cooper D, £1255 to Cooper S or £1220 to Cooper SD							

Cooper - 3728x1683mm, EURO-NCAP☆☆☆☆							
DRIVER POWER POS: 145th							
1.6 Cooper	D	52.0	9.0	127	17	E16840	
1.6T Cooper S	E	49.0	6.9	136	30	E19990	
1.6T John Cooper Works	C	40.0	6.4	165	36	E24010	
2.0 Cooper SD	C	66.0	7.9	114	22	E20710	
Auto: add £1085 to Cooper, add £1145 to Cooper S/SD							

Roadster - 3728x1683mm, EURO-NCAP☆☆☆☆							
DRIVER POWER POS: 145th							
1.6 Cooper	D	52.0	9.0	127	17	E16850	
1.6T Cooper S	E	49.0	6.9	136	30	E21145	
1.6T John Cooper Works	C	40.0	6.4	165	36	E24095	
2.0 Cooper SD	C	66.0	7.9	114	22	E21860	
Auto: add £1085 to Cooper, add £1145 to Cooper S/SD							

mitsubishi							
www.mitsubishi.co.uk / Brochure: 01285 647774 / Dealers: 113							
Warranty: 5 years/unlimited miles							
Mirage - 3710x1665mm, EURO-NCAP☆☆☆☆							
DRIVER POWER POS: N/A							
1.0 Mivec 1	A	67.3	13.6	96	15	E3054	
1.2 Mivec 2	A	68.9	11.7	96	18	E11054	
1.2 Mivec 3	A	65.7	11.7	100	18	E12054	
1.2 Mivec auto 3	A	68.9	12.8	95	18	E13054	

ASX - 4295x1770mm, EURO-NCAP☆☆☆☆							
DRIVER POWER POS: 95th							
1.6 Mivec 2C	E	46.7	11.5	135	15	E15434	
1.6 Mivec 2C-M	E	47.9	11.5	136	15	E17694	
1.6 Di-D 2C-M	E	61.4	11.2	119	18	E19554	
1.6 Di-D 4WD 2C-M	E	56.5	11.2	132	18	E23684	
2.2 Di-D auto 4WD 2C-M	G	48.7	10.8	152	23	E25134	

Outlander - 4655x1800mm, EURO-NCAP☆☆☆☆							
DRIVER POWER POS: 66th							
2.2 Di-D GXI	E	53.3	10.2	138	22	E23984	
2.2 Di-D GXI	E	53.3	10.2	140	23	E25794	
2.2 Di-D GXI	E	53.3	10.2	140	24	E26684	
2.2 Di-D auto GXI	G	46.7	11.7	153	22	E24324	
2.0 Hybrid auto GXI PHEV	A	148.011.0	44	26	E28304		
2.0 Hybrid auto GXI PHEV	A	148.011.0	44	27	E28354		
2.0 Hybrid auto GXI PHEV	A	148.011.0	44	24	E28504		
Auto: add £1700 to GXI, add £1450 to GXI, GXI GXI GXI: add £500 to GXI/GXI GXI							

L200 - 5205x1785mm, EURO-NCAP☆☆☆☆							
DRIVER POWER POS: N/A							
2.5 Di-D 4LFE Double Cab	H	44.1	12.2	169	12	£23698	
2.5 Di-D Titan Double Cab	H	42.8	10.4	173	13	£24898	
2.5 Di-D Warrior Double Cab	H	42.8	10.4	173	13	£27658	
2.5 Di-D Barbarian Double Cab	H	42.8	10.4	173	13	£28558	
Auto: add £1400 to Warrior/Barbarian, 3litic: add £700 to Barbarian							

DRIVER POWER

The UK's No.1 car satisfaction survey

Tell us about
your car for the
chance to WIN
£2,000 worth
of prizes



To make your views count go to
www.driverpower.co.uk

Eco band
MPG
0-60mph
CO₂
insurance group
List price

1.6 e-HDI (82) Feline Calima Amb B 70.6 12.8 103 17 £18845
1.5 e-HDI (115) Feline Calima Amb B 70.6 10.4 106 20 £19445
Auto: add £500 to 1.6 e-HDI Active and Allure, £800 to 1.6 VTI
Allure, Feline Mistral Ambience: add £200 to Calima Ambience

RCZ - 4290x1845mm, EURO-NCAP N/A
DRIVER POWER POS: 74th

1.6 THP (150) Sport F 44.1 8.3 149 27 £22350
1.6 THP (200) GT G 42.1 7.6 155 33 £27150
2.0 HDi (163) Sport E 53.2 8.7 139 29 £24200
1.6 THP (270) R F 44.8 5.9 145 42 £32250
Auto: add £140 to 1.6 THP (150), GT: add £2400 to Sport, GT
Line: add £350 to 1.6 THP (200) GT

PORSCHE

www.porsche.co.uk / Brochure: 0845 791 1911 / Dealers: 36
Warranty: 3 years/unlimited miles

Panamera - 4570x1931mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

3.6 V6 PDK Panamera J 33.6 6.3 196 46 £53913
3.0 V6 PDK Panamera Diesel G 44.8 6.4 166 46 £52289
3.6 V6 PDK Panamera 4 K 32.4 6.1 203 47 £57474
3.0 V6 PDK Panamera S E-Hybrid A 91.1 5.5 71 50 £84401
4.8 V8 PDK Panamera S K 32.5 5.1 204 49 £82459
4.8 V8 PDK Panamera 4S K 31.7 4.8 208 50 £86080
4.8 V8 PDK Panamera GTS L 26.4 4.4 249 50 £93391
4.8 V8 PDK Panamera Turbo L 27.7 4.1 239 50 £108006
4.8 V8 PDK Panamera Turbo S L 27.7 4.1 239 50 £131152

Macan - 4681x1923mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

2.0 TDI Macan H 39.2 6.9 168 35 £41578
3.0 V6 PDK Macan S G 32.5 5.4 204 40 £44650
3.0 V6 PDK Macan S Diesel G 46.3 6.3 159 39 £44636
3.6 V6 PDK Macan Turbo K 31.7 4.8 208 44 £50994

Cayenne - 4855x1935-1954mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

3.6 V6 Tiptronic Cayenne K 30.7 7.7 215 44 £49576
3.0 V6 Tiptronic Cayenne Diesel H 42.8 7.3 179 45 £50441
3.0 V6 Tiptronic Cayenne S E-Hybrid A 85.1 5.9 79 49 £62099
4.2 V8 Tiptronic Cayenne S Diesel K 35.3 5.4 209 50 £62099
4.8 V8 Tiptronic Cayenne S K 29.7 5.5 223 48 £60845
3.6 V6 Tiptronic Cayenne GTS L 28.8 5.2 228 50 £72523
4.8 V8 Tiptronic Cayenne Turbo M 25.2 4.5 261 50 £93574
4.8 V8 Tiptronic Cayenne Turbo S M 24.6 4.1 267 50 £118455

Boxster - 4374-4414x1801mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

2.7 Boxster J 34.4 5.8 192 40 £39553
3.4 Boxster S K 32.1 5.1 206 43 £47958
3.4 Boxster GT L 31.4 5.0 211 44 £53872
3.4 Boxster Spyder L 28.5 4.5 230 46 £60459
PDK: add £1782 (add £2201 to GTS, not Spyder)

Cayman - 4380-4436x1801mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

2.7 Cayman J 34.4 5.7 192 37 £39694
3.4 Cayman S K 32.1 5.0 206 41 £48783
3.4 Cayman GT L 31.4 4.9 211 43 £53397
3.4 Cayman GT4 L 27.4 4.4 238 48 £64451
PDK: add £1782 (add £2351 to GTS, not GT4)

911 - 4491-4545x1806-1800mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

3.0 TCC Carrera J 34.0 4.6 190 N/A £76412
3.0 TCC Carrera S J 32.5 4.3 199 N/A £80857
3.8 Carrera GT L 29.7 4.4 223 47 £91098
3.0 TCC Carrera Cabriolet J 33.2 4.8 195 N/A £85253
3.0 TCC Carrera S Cabriolet K 32.1 4.7 202 N/A £84698
3.8 Carrera GT Cabriolet L 29.1 4.6 228 50 £99602
3.0 TCC Carrera 4 K 36.7 4.5 201 N/A £81598
3.0 TCC Carrera 4S K 35.8 4.2 204 N/A £90843
3.8 Carrera 4 GT L 28.5 4.4 233 50 £95862
3.0 TCC Carrera 4 Cabriolet K 35.8 4.7 206 N/A £90240
3.0 TCC Carrera 4S Cabriolet K 35.3 4.4 208 N/A £99684
3.8 Carrera 4 GT Cabriolet L 28.2 4.6 235 50 £104385
3.0 TCC Carrera 4S Cabriolet K 35.8 4.7 206 N/A £90240
3.0 TCC Carrera 4S Cabriolet K 35.3 4.4 208 N/A £99684
3.8 Carrera 4 GT Cabriolet L 28.2 4.7 237 50 £105310
3.8 PDK Turbo L 29.1 3.2 227 50 £120598
3.8 PDK Turbo S L 29.1 3.1 227 50 £143120
3.8 PDK Turbo Cabriolet L 28.5 3.3 231 50 £123223
3.8 PDK Turbo S Cabriolet L 28.5 3.2 231 50 £120598
3.8 PDK Turbo S Exclusive G8 Ed L 29.1 3.1 227 50 £159054
3.8 PDK GT3 M 22.8 3.5 289 49 £100540
4.0 PDK GT3 RS M 22.2 3.3 296 50 £131296
PDK: add £2238-£2547

RENAULT

www.renault.co.uk / Brochure: 0800 072 3372 / Dealers: 153
Warranty: 4 years/100,000 miles

Twizy - 2338x1234mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

17hp Urban A N/A N/A 0 10 £6895
17hp Technic A N/A N/A 0 11 £7595
Battery hire: £45-£67 per month

Twingo - 3590x1640mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

1.0 ScE (70) Expression B 62.8 12.0 105 2 £9495
1.0 ScE (70) Play B 62.8 12.0 105 3 £9995
1.0 ScE (70) S&S Dynamique A 67.3 12.0 95 3 £10995
0.9 TCC (90) S&S Dynamique A 65.7 12.0 99 8 £11695
0.9 TCC (90) S&S Dynamique S A 65.7 10.8 99 8 £12545

Zoe - 4084x1730mm, EURO-NCAP N/A
DRIVER POWER POS: 5th

75hp Zoe Expression A N/A 13.5 0 15 £13995
75hp Zoe Dynamique Zen/Intense A N/A 13.5 0 16 £15195
75hp Zoe i-Expression A N/A 13.5 0 15 £18443
75hp Zoe i-Dynam Zen/Intense A N/A 13.5 0 16 £20043
Battery hire: from £25 per month (included with Y model)

Clio - 4062x1731mm, EURO-NCAP N/A
DRIVER POWER POS: 70th

1.2 16v (75) Expression D 51.4 15.4 127 7 £11145
1.2 16v (75) Expression+ D 51.4 15.4 127 8 £12675

Eco band
MPG
0-60mph
CO₂
insurance group
List price

0.9 TCC (90) Expression+ B 62.8 12.2 104 9 £13675
1.5 dCi (90) Expression+ A 83.1 11.7 90 13 £14975
1.2 16v (75) Dynamique Nav D 51.4 15.4 127 8 £13675
0.9 TCC (90) Dynamique Nav B 62.8 12.2 104 9 £14675
1.5 dCi (90) Dynamique Nav A 83.1 11.7 90 13 £15975
0.9 TCC (90) Dynamique S Nav B 62.8 12.2 105 10 £15675
1.5 dCi (90) Dynamique S Nav A 83.1 11.9 93 13 £16975
1.2 TCC (120) EDC GT Line C 54.3 9.9 120 14 £17725
1.6 TCC (200) EDC Renaultsport E 47.9 6.7 133 29 £19130
1.6 TCC (200) EDC Renaultsport Lux E 47.9 6.7 133 29 £20280
1.6 TCC (220) EDC Renaultsport Trophy E 47.9 6.6 135 29 £21780
Auto: add £1300 to dCi Dynamique/Dynamique S, ECO: add £250 to 1.5 dCi and 900 TCC

Megane - 4295x1808mm, EURO-NCAP N/A
DRIVER POWER POS: 94th

1.6 (110) Expression+ G 40.9 10.5 159 13 £16750
1.5 Energy dCi (110) Expression+ G 68.9 12.3 106 16 £18245
1.2 Energy TCC (115) Expression+ C 53.3 10.9 119 16 £17570
1.6 (110) Limited G 40.9 10.5 159 13 £18250
1.5 Energy dCi (110) Limited G 68.9 12.3 106 16 £19745
1.6 (110) Dynamique Nav G 40.9 10.5 159 17 £17750
1.2 Energy TCC (115) Dynam Nav C 53.3 10.9 119 17 £18570
1.5 Energy dCi (110) Dynam Nav G 68.9 12.3 106 15 £19245
1.6 Energy dCi (130) Dynam Nav B 70.6 9.8 104 17 £19745
2.0 TCC GT 220 H 38.7 7.6 169 31 £23250
Auto: add £1000 to dCi (110), GT Line Nav: add £1500 to Dynamique Nav (not 1.6 (110)), Sport Tourer: add £1000

Megane Coupé - 4295x1808-1848mm, EURO-NCAP N/A
DRIVER POWER POS: 94th

1.6 (110) Limited G 40.9 10.5 159 14 £18750
1.5 Energy dCi (110) Limited G 68.9 12.3 106 16 £21445
1.6 (110) Dynamique Nav G 40.9 10.5 159 15 £18250
1.2 Energy TCC (115) Dynam Nav C 53.3 10.9 119 14 £19345
1.5 Energy dCi (110) Dynam Nav B 68.9 12.3 106 20 £20945
1.6 Energy dCi (130) Dynam Nav B 70.6 9.8 104 20 £21445
2.0 TCC GT 220 H 38.7 7.6 169 31 £24230
2.0 TCC Renaultsport 275 Cup-S H 37.7 6.0 174 36 £23995
2.0 TCC Renaultsport 275 Nav H 37.7 6.0 174 36 £25995
2.0 TCC Renaultsport 275 Trophy-R H 37.7 5.8 174 39 £36430
Auto: add £1000 to dCi (110), GT Line Nav: add £1500 to Dynamique Nav (not 1.6 (110)), Coupé Cabrio: add £3600

Scenic - 4366x1845mm, EURO-NCAP N/A
DRIVER POWER POS: 78th

1.2 TCC (115) XMOD Dynam Nav E 46.3 11.7 140 18 £20555
1.5 dCi (110) XMOD Dynam Nav B 68.9 12.5 105 19 £21395
1.6 dCi (130) XMOD Dynam Nav C 64.2 10.3 114 24 £22495
1.2 TCC (130) XMOD Dynam Nav F 44.1 11.4 145 20 £22405
1.2 TCC (115) S/S Dynamique Nav E 47.9 11.7 135 19 £20555
1.2 TCC (130) S/S Dynamique Nav E 45.6 11.4 140 20 £21055
1.5 dCi (110) S/S Dynamique Nav B 68.9 12.5 105 19 £21395
1.6 dCi (130) S/S Dynamique Nav C 64.2 10.3 114 24 £22495
Auto: add £1100 to 1.5 dCi (110), Limited: add £500 to 1.2 TCC, 1.5/1.6 dCi (not XMOD)

Grand Scenic - 4573x1845mm, EURO-NCAP N/A
DRIVER POWER POS: 78th

1.2 TCC (115) S/S Dynamique Nav E 47.9 11.7 135 19 £21790
1.2 TCC (130) S/S Dynamique Nav E 45.6 11.4 140 20 £22125
1.5 dCi (110) S/S Dynamique Nav B 68.9 12.5 105 19 £22615
1.6 dCi (130) S/S Dynamique Nav C 64.2 10.3 114 24 £23715
Auto: add £1100 to 1.5 dCi (110), Limited: add £500 to 1.2 TCC, 1.5/1.6 dCi

Captur - 4122x1778mm, EURO-NCAP N/A
DRIVER POWER POS: 44th

0.9 TCC (90) Expression+ C 56.5 13.0 115 9 £14295
1.5 dCi (90) Expression+ A 76.4 13.1 95 11 £15995
0.9 TCC (90) Dynamique Nav C 56.5 13.0 115 9 £15395
1.5 dCi (90) Dynamique Nav A 76.4 13.1 95 12 £16995
1.2 TCC (120) EDC Dynamique Nav D 52.3 10.9 125 14 £17695
1.5 dCi (110) Dynamique Nav A 76.4 11.9 98 16 £17695
Dynamique S Nav: add £1500 to Dynamique Nav, Signature Nav: add £2500 to Dynamique Nav

Kadjar - 4440x1836mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

1.2 TCC (130) Expression+ D 50.4 10.1 126 16 £17995
1.5 dCi (110) Expression+ A 74.3 11.9 99 14 £19895
1.2 TCC (130) Dynamique Nav D 50.4 10.1 126 16 £19695
1.5 dCi (110) Dynamique Nav A 74.3 11.9 99 14 £21595
1.6 dCi (130) Dynamique Nav C 65.7 9.9 113 17 £22795
Auto: add £1200 to dCi (110), Dynamique S Nav: add £800 to Dynamique Nav, Signature Nav: add £2000 to Dynamique Nav, 4WD: add £1500 to dCi (130)

ROLLS-ROYCE

www.rolls-roycemotors.com / Brochure: 01243 384000 / Dealers: 6
Warranty: 4 years/unlimited miles

Ghost - 5399x1948mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

6.6 V12 auto Ghost M 20.8 4.7 327 N/A £181875
6.6 V12 auto Ghost Extended WB M 20.6 4.8 329 N/A £207115

Wraith - 5281x1947mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

6.6 V12 auto Wraith M 20.2 4.4 327 N/A £192095

Phantom - 5609-6090x1967-1990mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

6.7 V12 auto Phantom M 19.1 5.7 347 N/A £259655
6.7 V12 auto Phantom Coupe M 19.1 5.6 347 N/A £283335
6.7 V12 auto Phantom DHC M 19.1 5.6 347 N/A £299895
6.7 V12 auto Phantom EWB M 18.9 5.8 349 N/A £304295

SEAT

www.seat.co.uk / Brochure: 0500 222 222 / Dealers: 128
Warranty: 3 years/100,000 miles

Mii - 3540x1641mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

1.0 12v (50) S 3dr B 62.8 14.4 105 1 £8195
1.0 12v (50) S A/C 3dr B 62.8 14.4 105 1 £8705
1.0 12v (50) S A/C 3dr A 68.9 14.4 96 1 £9530
1.0 12v (50) SE 3dr B 62.8 14.4 105 1 £9630
1.0 12v (50) i-TECH 3dr B 62.8 14.4 105 3 £9995
1.0 12v (75) Sport 3dr B 60.1 13.2 108 2 £10380
1.0 12v (75) by MANGO 3dr B 60.1 13.2 108 2 £10995

Auto: add £1130 to SE, Sdr: add £350

Ibiza - 4021-4072x1693mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 169th

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	List price
1.2 12v (70) 5 A/C SC 3dr	D	52.3	13.9	125	5	£19410
1.2 TDI 1.6 A/C SC 3dr	C	72.4	13.9	102	7	£19305
1.2 TDI 1.6 Eco motive SC 3dr	A	80.7	13.9	92	7	£19380
1.4 16v SE SC 3dr	E	47.9	11.8	139	9	£19245
1.4 16v Toca 3dr	E	47.9	11.8	139	11	£19270
1.4 16v 30 Years 3dr	E	47.9	11.8	139	12	£19270
1.2 TSI DSG SE SC 3dr	D	53.3	9.7	124	12	£19418
1.2 TSI SE Eco motive SC 3dr	A	80.7	13.9	92	7	£19436
1.6 TDI SE SC 3dr	C	65.7	10.5	112	14	£19410
1.2 TSI 1.75 TDI SC 3dr	C	55.4	9.8	119	15	£19390
1.2 TSI FR SC 3dr	C	55.4	9.8	119	12	£19410
1.4 TSI ACT FR SC 3dr	C	60.1	7.8	109	12	£19485
1.6 TDI FR SC 3dr	C	65.7	10.5	112	14	£19510
2.0 TDI FR SC 3dr	D	62.1	8.2	123	22	£19785
1.4 TSI DSG Cupra SC 3dr	E	47.9	8.9	139	27	£19990

DSG: add £895 to 1.2 TSI FR, Sdr: add £500 to SE, SE: add £1210, FR Edition: add £600 to 1.4 TSI ACT FR

Toledo - 4462x1733mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	List price
1.2 TSI (85) 5	C	55.4	11.8	119	10	£19425
1.2 TSI (105) 5	C	56.5	10.4	116	13	£19525
1.2 TSI (105) 1.75 TDI	C	56.5	10.4	116	15	£19105
1.4 TSI (122) DSG SE Nav	F	45.6	9.5	146	17	£19965
1.6 TDI (105) Eco motive 5	B	72.4	10.6	104	15	£19150
1.6 TDI (105) Eco motive 1.75 TDI	B	72.4	10.6	104	15	£19870

SE Nav: add £1250 to 5 (not 1.2 TSI (85))

Leon - 4253x1784mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 4th

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	List price
1.2 TSI 5 Sdr	C	57.6	9.9	114	12	£16115
1.6 TDI 5 Sdr	A	74.3	10.7	99	13	£17815
1.2 TSI SE Sdr	C	57.6	9.9	114	13	£17235
1.4 TSI SE Sdr	C	54.3	8.2	119	17	£17835
1.6 TDI (105) SE Sdr	A	74.3	10.7	99	13	£18935
1.6 TDI (110) Eco motive SE Sdr	A	85.6	10.7	87	14	£19925
2.0 TDI (150) SE Sdr	D	68.9	8.4	106	19	£20285
1.4 TSI ACT FR Sdr	B	54.3	8.0	109	20	£20000
1.8 TSI FR Sdr	E	47.1	7.5	139	25	£20775
2.0 TDI (150) FR Sdr	B	68.9	8.4	106	20	£21830
2.0 TDI (184) FR Sdr	C	62.7	7.5	112	26	£22820
2.0 TSI (265) Cupra SC 3dr	F	44.1	5.9	149	26	£25960
2.0 TSI (280) Cupra SC 3dr	F	44.1	5.8	149	26	£27510
2.0 TDI (150) X-PERIENCE SE	E	57.6	8.7	129	19	£24385
2.0 TDI (184) DSG X-PER SE Tech	E	55.4	7.1	133	23	£28870

DSG: add £1250 to 1.2 TSI SE, 1.8 TSI FR, 1.6 TDI SE, 2.0 TDI SC 3dr; £300 less than Sdr; Leon ST: add £825

Alhambra - 4854x1904mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	List price
2.0 TDI (140) Eco motive 5	F	50.0	10.9	146	18	£25630
2.0 TDI (140) 1.75 TDI	F	50.0	10.9	146	18	£28630
2.0 TDI (177) SE Lux	G	49.0	9.5	158	21	£32420

DSG: add £1285, SE: add £1875 to 5, SE Lux: add £9315 to 5

SKODA

www.skoda.co.uk / Brochure: 0845 774 5745 / Dealers: 135

Warranty: 3 years/unlimited miles

Citigo - 3563x1641mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 31st

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	List price
1.0 MPI (60) 5 Sdr	B	62.8	14.4	105	1	£8275
1.0 MPI (80) SE 3dr	B	62.8	14.4	105	1	£9135
1.0 MPI (80) Monte Carlo 3dr	B	62.8	14.4	105	1	£10670
1.0 MPI (75) SE L 3dr	A	67.3	13.2	98	2	£10465

ASG auto: add £305 to SE and SE L (75), Sdr: add £350, GreenTech: add £360 to (80) SE and Elegance

Fabia - 3952x1732mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	List price
1.0 MPI (60) 5	B	60.1	15.7	106	2	£10600
1.0 MPI (75) 5	B	58.8	14.7	108	4	£11460
1.2 TSI (110) DSG 5	D	60.1	9.4	109	13	£13740
1.4 TDI (90) 5	A	83.1	11.1	88	12	£14090
1.0 MPI (75) SE	B	58.8	14.7	108	5	£12760
1.2 TSI (90) SE	B	60.1	10.9	107	10	£13390
1.2 TSI (110) SE	B	58.8	9.4	110	14	£14040
1.4 TDI (90) SE	A	83.1	11.1	88	12	£15390
1.4 TDI (105) SE L	A	80.7	10.1	90	14	£16840

Auto: add £1000 to 1.2 TSI (110) and 1.4 TDI (90), SE L: add £850 to SE, Monte Carlo: add £1,035 to SE L, Estate: add £1000 to selected models

Rapid - 4483x1706mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 25th

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	List price
1.2 (90) 5	B	60.1	11.3	107	13	£14400
1.2 (90) SE	B	60.1	11.3	107	13	£15375
1.2 TSI (110) SE	B	57.7	9.8	110	17	£16115
1.2 TSI (110) Sport	B	57.7	9.8	110	17	£16145
1.4 TSI (125) DSG SE	C	58.9	9.0	114	19	£17715
1.4 TDI (90) 5	A	78.5	11.7	94	14	£16280
1.6 TDI (115) 5	B	67.3	10.0	109	17	£17160
1.4 TDI (90) SE	A	78.5	11.7	94	14	£17235
1.6 TDI (115) SE	B	67.3	10.0	109	17	£18135

Rapid Spaceback: add £540, DSG: add £1160 to 1.4 TDI, SE L: add £750 to SE

Octavia - 4659x1814mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 11th

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	List price
1.2 TSI (110) 5	C	57.7	10.2	114	13	£16285
1.6 TDI (110) 5	A	74.3	10.6	99	13	£18300
1.2 TSI (110) SE	C	57.7	10.2	114	18	£17635
1.4 TSI (150) SE	C	55.4	8.1	118	18	£18810
1.6 TDI (110) SE	A	74.3	10.6	99	13	£19630
2.0 TDI (150) SE	B	70.6	8.4	106	19	£20535
1.4 TSI (140) SE L	C	55.4	8.1	118	19	£20510
1.6 TDI (110) SE L	A	74.3	10.6	99	14	£21390
2.0 TDI (150) SE L	B	70.6	8.4	106	20	£22335
1.8 TSI (180) Laurin & Klement	E	47.9	7.3	135	25	£26465
2.0 TDI (150) Laurin & Klement	B	70.6	8.4	106	22	£26465
1.6 TDI (110) GreenLine 3i	A	80.7	10.6	95	15	£20235
2.0 TDI (184) vRS	C	64.2	8.1	115	26	£24075
2.0 TSI (220) vRS	F	45.6	6.8	142	29	£23830
2.0 TDI (150) 4x4 Scout	D	58.9	9.1	125	19	£25405
2.0 TDI (184) DSG 4x4 Scout	D	56.5	7.8	129	22	£28200

DSG: add £1250 (£1390 to vRS), Estate: add £1200, SE Business: same price as SE (1.6 TDI & 2.0 TDI engines only)

Superb - 4856-4861x1864mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	List price
1.4 TSI (125) 5	D	52.3	9.9	125	14	£18640
1.6 TDI (120) 5	B	68.9	10.9	108	12	£20040
1.4 TSI (150) SE	C	57.7	8.6	115	18	£21190
1.6 TDI (120) SE	B	68.9	10.9	108	13	£21590
2.0 TDI (150) SE	B	68.9	8.9	108	18	£22090
1.4 TSI (150) SE L Executive	C	57.7	8.6	116	19	£24230
2.0 TSI (220) DSG SE L Executive	F	45.6	7.0	143	24	£27620
2.0 TSI (280) 4x4 DSG SE L Exec	C	N/A	5.8	165	27	£31630
2.0 TDI (150) SE L Executive	B	68.9	8.9	109	19	£25120
2.0 TDI (190) SE L Executive	B	68.9	8.0	107	24	£27320

DSG: add £1400, Estate: add £1200, 4x4: add £1500 to 2.0 TDI (150) (not SE Business), 2.0 TDI (190) DSG, SE Business: same as SE

diesel, Laurin & Klement: add £3620 to SE L Exec (not 1.4 TSI)

Yeti - 4223x1733mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 2nd

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	List price
1.2 TSI (110) 5	D	51.4	10.9	128	15	£17000
1.2 TSI (110) SE	D	51.4	10.9	128	15	£18550
2.0 TDI (110) 5	C	62.8	11.6	118	14	£18900
2.0 TDI (110) SE	C	62.8	11.6	118	14	£19850
2.0 TDI (150) Monte Carlo 4x4	E	55.4	9.1	134	21	£24375
1.4 TSI (150) Outdoor L&K 4x4	F	44.8	8.7	147	21	£24960
2.0 TDI (150) Outdoor SE 4x4	E	55.4	9.1	134	20	£22690
2.0 TDI (150) Outdoor L&K 4x4	E	55.4	9.1	134	21	£28180

DSG: add £1100 to 1.2 TSI, 2.0 TDI (150) 4x4, Yeti Outdoor: same price as standard car, SE L: add £1830 to SE, SE Business: same price as SE (2.0 TDI (150) Outdoor only), 4x4: add £1790 to 2.0 TDI (110) Outdoor 5 and Outdoor SE

SMART

www.thesmart.co.uk / Brochure: 0800 000 8080 / Dealers: 48

Warranty: 3 years/unlimited miles

fortwo - 2695x1603mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	List price
1.0 (71) passion	A	68.9	14.4	93	3	£11125
1.0 (71) prime	A	68.9	14.4	93	3	£11820
1.0 (71) edition #1	A	68.9	14.4	93	3	£13225
0.9T (90) passion	A	67.3	10.4	97	8	£11720
0.9T (90) prime	A	67.3	10.4	97	8	£12415
0.9T (90) edition #1	A	67.3	10.4	97	9	£13820

proxy: same price as prime

forfour - 3495x1665mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	List price
1.0 (71) passion	A	67.3	15.9	97	2	£11620
1.0 (71) prime	A	67.3	15.9	97	2	£12121
1.0 (71) edition #1	A	67.3	15.9	97	3	£13720

proxy: same price as prime

SSANGYONG

www.ssangyong.co.uk / Brochure: 0845 456 4054 / Dealers: 58

Warranty: 5 years/unlimited miles

Tucson - 5130x1915mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	List price
2.0 5	J	37.2	14.2	199	27	£17995
2.0 ES	J	37.2	14.2	199	27	£19995
2.0 EX auto 4WD	K	34.9	14.2	212	29	£23995

Auto: add £1500 to ES

Tivoli - 4195x1795mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	List price
1.6 SE	F	44.1	12.0	149	14	£12950
1.60 SE	C	65.7	12.0	113	N/A	£14200
1.6 EX	F	44.1	12.0	149	14	£14600
1.60 EX	C	65.7	12.0	113	N/A	£15850
1.60 auto ELX 4WD	D	47.9	N/A	123	N/A	£19500

Auto: add £1000 to EX and ELX; add £1400 to EX, 4WD: add £1250 to EX and ELX diesel manual

Korando - 4410x1830mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	List price
2.0 SE 2WD	F	47.1	9.9	147	19	£14995
2.0 ELX 4WD	G	45.6	9.9	157	19	£19995

	Eco	MPG	CO ₂	Insurance	group	price
1.4i (90) ecoFLEX Exclite 3dr	C	55.4	13.2	119	6	£12310
1.0T (115) S ecoFLEX Exclite 3dr	C	57.6	10.3	114	12	£12090
1.2i (70) Limited Edition 3dr	D	52.3	16.0	126	3	£13805
1.4i (90) Limited Edition 3dr	D	54.3	13.2	121	7	£14150
1.0T (115) S ecoFLEX Ltd Ed 3dr	C	57.6	10.3	115	13	£15035
1.2i (70) Design 3dr	D	52.3	16.0	126	3	£10900
1.4i (90) Design 3dr	D	54.3	13.2	121	6	£11240
1.0T (105) S ecoFLEX Design 3dr	C	57.6	11.8	102	10	£12790
1.3 CDTi (75) S ecoFLEX Design 3dr	A	74.3	14.8	100	6	£13150
1.3 CDTi (95) S ecoFLEX Design 3dr	A	85.6	11.9	87	9	£13650
1.2i (70) SRI 3dr	C	53.3	16.0	124	3	£11595
1.4i (90) SRI 3dr	C	55.4	13.2	119	6	£11940
1.0T (90) S ecoFLEX SRI 3dr	C	57.6	11.9	100	10	£13425
1.4T (100) S ecoFLEX SRI 3dr	C	55.4	11.0	110	10	£12595
1.3 CDTi (75) S ecoFLEX SRI 3dr	A	74.3	14.8	99	6	£13845
1.3 CDTi (95) S ecoFLEX SRI 3dr	A	88.3	11.9	85	9	£14345
1.2i (70) SE 3dr	D	53.3	16.0	124	3	£12240
1.4i (90) ecoFLEX SE 3dr	C	55.4	13.2	119	6	£12585
1.0T (90) S ecoFLEX SE 3dr	C	57.6	11.9	100	10	£14070
1.4T (100) S ecoFLEX SE 3dr	C	55.4	11.0	110	10	£13240
1.3 CDTi (75) S ecoFLEX SE 3dr	A	74.3	14.8	99	7	£14490
1.3 CDTi (95) S ecoFLEX SE 3dr	A	88.3	11.9	85	9	£14990
1.6T (205) VXR 3dr	H	37.7	6.5	174	30	£17995

Auto: add £555 to 1.4i (90) (not Life, Sting, Limited Edition), Sdr: add £500 (not 50mg R), SRI VXR-Line: add £1255 to SRI

Astra (NEW) - 4270x180mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.4 (100) Design	D	53.3	11.6	124	9	£15295
1.0T (105) ecoFLEX Design	A	65.7	10.5	99	12	£15995
1.4T (125) Design	D	52.3	8.6	124	16	£16045
1.4T (150) auto Design	D	52.3	8.5	125	18	£17695
1.6 CDTi (110) Design	A	78.5	10.3	95	15	£16895
1.6 CDTi (136) Design	A	78.5	9.0	99	19	£18180
1.4 (100) Energy	D	53.3	11.6	124	10	£17295
1.0T (105) ecoFLEX Energy	A	65.7	10.5	99	13	£17795
1.4T (125) Energy	D	52.3	8.6	124	16	£18045
1.6 CDTi (110) Energy	A	78.5	10.3	95	16	£18995
1.4 (100) SRI	D	52.3	11.6	127	7	£17895
1.0T (105) ecoFLEX SRI	A	64.2	10.5	102	11	£18595
1.4T (150) SRI	D	51.4	7.8	128	17	£18895
1.6T (200) SRI	F	45.6	7.3	146	20	£20435
1.6 CDTi (110) SRI	A	78.5	10.3	97	14	£19095
1.6 CDTi (136) SRI	A	72.4	9.0	103	16	£20780
1.6 BCDTi (140) SRI	B	68.3	8.0	108	19	£21395

Auto: add £400 to 1.0T, £1400 to 1.4T (150), £1320 to 1.6 CDTi (136), ecoFLEX: add £500 to 1.6 CDTi (110), Tech Line: add £700 to Design, Elite: add £720 to SRI (not 1.4 (100))

Insignia - 4802x1856mm, EURO-NCAP N/A

DRIVER POWER POS: 165th

1.8 VVT (140) Design Sdr	E	40.4	11.5	164	14	£16470
1.4 VVT (105) S Design Sdr	D	54.3	10.3	123	15	£17890
2.0 CDTi (120) S Design Sdr	A	76.3	11.9	99	15	£18940
2.0 CDTi (130) Design	C	62.8	11.1	119	16	£18104
2.0 CDTi (140) ecoFLEX Design Sdr	A	76.3	10.5	99	18	£19194
2.0 CDTi (163) ecoFLEX Design	C	65.7	9.5	114	20	£19554
1.8 VVT (140) SRI Sdr	D	40.4	11.5	164	14	£18270
1.4T (140) S/S SRI Sdr	D	54.3	10.9	123	15	£19194
2.0 CDTi (120) S/S SRI Sdr	A	76.3	11.9	99	15	£20744
2.0 CDTi (140) SRI Sdr	C	62.8	11.1	119	16	£19904
2.0 CDTi (140) ecoFLEX SRI Sdr	A	76.3	10.5	99	19	£20994
2.0 CDTi (163) ecoFLEX SRI Sdr	C	65.7	9.5	114	20	£21564
2.0 BCDTi (180) S/S SRI Sdr	D	60.1	8.7	125	24	£24814
2.0T (250) S/S SRI VXR-Line Sdr	H	39.2	7.5	169	26	£23440
1.4T (140) S/S SRI Sdr	J	60.1	8.7	125	24	£23440
1.6T (170) S/S SRI Sdr	E	47.9	9.2	139	20	£22964
2.0T (250) S/S SRI Sdr	H	39.2	7.5	169	26	£23440
2.0 CDTi (120) S/S SRI Sdr	A	76.3	11.9	99	16	£23124
2.0 CDTi (140) ecoFLEX SRI Sdr	A	76.3	10.5	99	19	£23374
2.0 CDTi (163) ecoFLEX SRI Sdr	C	65.7	9.5	114	20	£23734
2.0 BCDTi (180) S/S SRI Sdr	D	60.1	8.7	125	24	£23734

Auto: add £1640 to 2.0 CDTi (130), £1660 to 2.0 CDTi (163), £2010 to 2.0T, Saloon: same price as Sdr (selected models), Sports Tourer: add £1430, Energy: add £2800 to Design, Limited Edition: add £1100 to Energy, SRI VXR-Line: add £1220 to SRI, SE: same price as SRI, Tech Line: add £850 to SRI

Meriva - 4280x1812mm, EURO-NCAP N/A

DRIVER POWER POS: 165th

1.4 VVT (100) Expression	E	46.3	13.9	140	8	£12625
1.4 VVT (100) S	E	46.3	13.9	140	8	£16420
1.4T VVT (120) S	E	47.9	11.5	139	11	£17155
1.3 CDTi (75) S	D	57.6	16.9	129	6	£17910
1.3 CDTi (95) ecoFLEX S	C	62.8	13.8	119	7	£19000
1.7 CDTi (110) auto S	E	46.3	12.9	160	12	£20340
1.6 CDTi (130) S	C	64.2	9.9	116	16	£19340
1.4 VVT (100) Tech Line (a/c)	E	46.3	13.9	140	7	£13995
1.3 CDTi (75) Tech Line (a/c)	E	57.6	16.9	129	5	£15810
1.4 VVT (100) SE (a/c)	E	46.3	13.9	140	8	£18445
1.4T VVT (120) SE (a/c)	E	47.9	11.5	139	14	£19175
1.4T VVT (140) SE (a/c)	E	44.2	10.3	151	14	£20095
1.7 CDTi (110) auto SE (a/c)	E	46.3	12.9	160	12	£22360
1.6 CDTi (130) SE (a/c)	C	64.2	9.9	116	16	£21370

Auto: add £1420 to 1.4T (120) Exclusive, SE: add £570 to S

Zafira Tourer - 4650x1884mm, EURO-NCAP N/A

DRIVER POWER POS: 79th

1.4T (140) S/S Exclusiv	F	45.0	9.9	148	14	£22880
1.4T (140) S/S SE	F	45.0	9.9	148	15	£24020
1.8 VVT (140) ES	H	39.0	10.9	169	14	£21375
1.8 VVT (140) Exclusiv	H	39.0	10.9	169	14	£22375
1.6 CDTi (136) Exclusiv	B	54.0	11.5	139	11	£25400
2.0 CDTi (110) ES	E	54.0	11.5	139	11	£22630
2.0 CDTi (130) ecoFLEX S/S ES	C	63.0	10.6	119	15	£23900
2.0 CDTi (130) ecoFLEX S/S Exclusiv	C	63.0	10.6	119	15	£24900
2.0 CDTi (163) S/S Exclusiv	E	54.0	9.1	137	19	£24895
2.0 CDTi (130) ecoFLEX S/S SE	C	63.0	10.6	119	15	£25475
2.0 CDTi (163) S/S SE	E	54.0	9.1	137	19	£26090
2.0 CDTi (195) S/S BTD Turbo SE	E	50.4	8.5	140	21	£27740

Auto: add £1405 to 1.4T, £1285 to 2.0 CDTi (163), SRI: £45 less than SE, Tech Line: £2225 less than Exclusive, Elite: add £1500 to SE

Mokka - 4280x1777mm, EURO-NCAP N/A

DRIVER POWER POS: 88th

1.6 16v (115) S/S Exclusiv	E	43.5	12.2	153	6	£18064
1.4T (140) S/S Exclusiv	E	47.1	9.6	139	12	£18724
1.7 CDTi (130) S/S Exclusiv	D	60.1	9.6	124	13	£19748

Auto: add £930 to 1.4T, £1010 to 1.7 CDTi, 4x4: add £1700, Tech Line: £2000 less than Exclusive, SE: add £2500 to Exclusive

Aurora - 4596x1850mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.2 CDTi (163) Exclusiv AWD	H	43.0	9.9	175	25	£23450
2.2 CDTi (163) ecoFLEX AWD	H	43.0	9.9	175	25	£21030
2.2 CDTi (163) SE Nav AWD	H	43.0	9.9	175	28	£26325
2.2 CDTi (184) SE Nav AWD	H	43.0	9.6	175	28	£27385

2.4 (167) Exclusiv FWD

Auto: add £1185, Diamond: add £800 to Exclusive diesels

GTC - 4466x1840mm, EURO-NCAP N/A

DRIVER POWER POS: 172nd

1.4T (120) S/S Sport	E	48.0	10.9	139	13	£18895
1.4T (140) S/S Sport	E	48.0	9.9	139	16	£19885
1.6T (200) Sport	H	39.0	8.3	154	25	£21250
1.7 CDTi (110) S/S Sport	C	63.0	11.9	119	13	£20850
1.7 CDTi (130) S/S Sport	C	63.0	10.8	119	13	£21450
2.0 CDTi (163) S/S Sport	D	59.0	8.9	127	20	£21955
2.0 CDTi (195) S/S BTD Turbo	D	53.3	7.8	129	27	£24175
2.0T (200) VXR	J	34.9	5.9	189	35	£27270

SRI: add £1410 to Sport, 105g/km: add £995 to 1.7 CDTi (130)

Cascade - 4690x1830mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.4T (140) S/S SE	F	44.8	10.2	148	20	£23995
1.6T (170) auto SE	H	39.2	9.2	168	24	£27095
2.0 CDTi (163) S/S SE	E	54.3	9.6	138	23	£26080
2.0 CDTi (163) auto SE	E	45.6	9.6	163	23	£27600
2.0 CDTi BTD Turbo (195) S/S Elite	A	54.3	8.9	139	27	£29665

Auto: add £115 to SE, add £210 to SE

VXR - 4941x1781mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

6.3 V8 GT5	M	18.5	4.2	363	50	£54509
6.3 V8 GT5 auto	M	18.0	4.2	373	50	£56234

VOLKSWAGEN

www.volkswagen.co.uk / Brochure: 0800 333 666 / Dealers: 223

Warranty: 3 years/60000 miles

up! - 3540x1641mm, EURO-NCAP N/A

DRIVER POWER POS: 56th

1.0 (60) Take up! 3dr	B	63.0	14.4	105	1	£8870
1.0 (60) Move up! 3dr	B	63.0	14.4	105	1	£9925
1.0 (75) High up! 3dr	B	60.0	13.2	108	2	£11500
1.0 (75) Club/Street up! 3dr	B	60.0	13.2	108	5	£12110
1.0 (75) Rock up! 3dr	B	60.0	13.2	108	4	£15580
BEV (80) e-up! 3dr	A	N/A	12.4	0	10	£19270

Auto: add £395 to Move up! and High up!, Sdr: add £375 to 3dr, BMT: add £590 to Move and High up!

Polo - 3970-3972x1682mm, EURO-NCAP N/A

DRIVER POWER POS: 167th

1.0 (60) S 3dr	B	60.1	15.5	106	7	£11300
1.0 (60) A/C 3dr	B	60.1	15.5	106	8	£12020
1.0 (60) SE 3dr	B	60.1	15.5	106	8	£12635
1.0 (75) SE 3dr	B	58.9	14.3	108	10	£13160
1.2 TSI (90) SE 3dr	B	60.1	10.8	107	15	£13780
1.2 TSI (90) R-Line 3dr	B	60.1	10.8	107	15	£16320
1.4 TDI (75) SE 3dr	A	83.1	12.9	88	13	£14845
1.0 TSI (110) SEL 3dr	B	58.9	9.3	110	19	£16310
1.0 TSI (110) R-Line 3dr	B	58.9	9.3	110	19	£16960
1.0 TSI (90) BlueMotion 3dr	A	68.9	10.5	94	16	£17470
1.4 TDI (90) SEL 3dr	A	83.1	10.9	88	16	£19620
1.4 TDI (90) R-Line 3dr	A	83.1	10.9	88	16	£19740
1.4 TSI ACT (150) Blue GT 3dr	B	58.9	7.8	110	24	£17910
1.8 TSI (192) GTI 3dr	E	47.1	6.7	139	29	£18900

DSG: add £1415 to 1.2 TSI SE, £1375 to 1.2 TSI SEL, BlueGT, Sdr: add £630, SE Design: add £1100 to SE

Sam Bird is one of two Brits on the entry list, driving for Virgin Racing



Stephen Errity

Stephen.Errity@dennis.co.uk

AE AS Formula One and most other motorsport championships start to wind down for the winter, the FIA Formula E series is gearing up for its second season. The electric racing championship kicks off this weekend in Beijing, China, and runs through to the London finale in June.

While the Formula E cars look the same as they did in season one, there are big changes under the metal, as teams now have the option of developing their own electric powertrains. Previously, a standard McLaren-built motor was mandatory. Seven of the 10 entries have elected to go down this new route. Of the others, Dragon Racing will run the powertrain developed by rival Venturi, while the Trulli and Andretti squads are sticking with the season-one McLaren set-up.

In the cockpit, there's been some driver line-up shuffling, and some new faces, too. Inaugural champion Nelson Piquet Jr stays with the Chinese-backed NEXTEV TCR team, where he's joined by British McLaren test driver Oliver Turvey – a Formula E newcomer but with strong single-seater pedigree.

"I love racing on street circuits, and it's a very exciting championship to be a part of," said Turvey. "There's a lot of new technology, and with my engineering background from university and working as a development driver with McLaren, I find that side very interesting. It's great to have the current champion as a team-mate. It gives me a good reference – and I'll definitely aim to beat him."

The other British name on the entry list is Sam Bird – a season-one race winner and World Endurance Championship racer whose Virgin Racing outfit has joined with Citroën's luxury arm DS for its sophomore campaign.

Elsewhere, 1997 F1 world champ Jacques Villeneuve will be turning out for Venturi. The Canadian's dabbled in several different forms of motorsport since his GP career came to a close, but this looks set to be his first full-season effort since F1 with Sauber in 2005. "I was happily surprised by the feeling in

the car, and the team atmosphere was great," Villeneuve said after his first test. "So it was an easy decision to do the full season. It's a series that'll keep getting faster – and if you look at the rest of racing, they try to make them slower, so that's definitely a positive."

Villeneuve joins Jean-Eric Vergne, Nick Heidfeld, Sébastien Buemi and Brazilian trio Piquet Jr, Bruno Senna and Lucas di Grassi on the list of drivers who've made the move from F1 to Formula E.

The teams' new technology had its first run-out at Donington Park circuit in Leicestershire, which serves as a home base for Formula E and the venue for pre-season testing. At the test, Abt Audi's Di Grassi gave us the lowdown on how Formula E's developed for its second year.

"We have the same amount of power for qualifying, the same brakes, the same tyres and the same aerodynamics," he said. "But what's improved is the efficiency of our drivetrain. With nearly every team producing their own, the target was to improve efficiency and reduce weight."

He continued: "The power limitation comes from the battery: you need the drivetrain to turn more of that 200kW into power and torque at the wheels. We have more torque than last year, so we need fewer gears. Our car uses three gears instead of last year's five, while some teams have a single-speed transmission. We also redesigned the suspension to lower the centre of gravity."

Despite possible differences between the teams' powertrains, Di Grassi is convinced the close racing that marked out the first Formula E season will remain. "One concept could be better on some tracks compared to others," he explained. "But because our total power is limited by the battery, it should still be quite close. The drivers will still be able to make a difference." Many of



FORMULA E PREVIEW

ELECTRIC



season one's venues are back, including street races in China, Malaysia, Uruguay, Argentina, the US, Germany and Russia. But there's a new addition to the calendar: what should be a spectacular race in the area around the Eiffel Tower in Paris next April. The season finale is once again set for London's Battersea Park – but final go-ahead from the local authority is still being sought.

UK viewers can watch the Beijing season-opener live on ITV4 from 8am this Saturday.



Abt Audi's Di Grassi is confident ahead of new season after Formula E changes

Ex-F1 star Villeneuve will be lining up for Venturi



"It's great to have the current champion as a team-mate. It gives me a good reference – and I'll definitely aim to beat him"

Oliver Turvey (left), NEXTEV TCR team



SWITCH

It's all change for Formula E, with new powertrains, new faces and new driver line-ups. Will the electric race series be another hit as its second season starts this weekend?



"Inaugural champion Nelson Piquet Jr stays with the Chinese-backed NEXTEV TCR team"

SAFETY CARS GO WIRELESS



INNOVATION in Formula E doesn't stop with the racing cars: the championship's BMW support vehicles also boast cutting-edge EV tech. With the i8 safety car (right) needing to be deployed at a moment's notice in the event of an on-track incident, losing precious seconds unplugging and storing a charging cable wasn't an option.

The car employs prototype wireless charging tech Halo (developed by Qualcomm), which uses magnetic induction (the same process that charges an electric toothbrush!) to keep the car charged while it's parked on a special pad. Qualcomm is also looking into 'dynamic charging' solutions, which could see the cars power up by driving along a 'charging lane' – eliminating the need for Formula E drivers to swap cars mid-race.

Hamilton on brink of third title

■ **Austin victory could seal crown**
■ **2016 line-ups nearly complete**



Stephen Errity

Stephen_Errity@dennis.co.uk

AE MERCEDES' Lewis Hamilton can clinch his third Formula One world drivers' championship this weekend at the Circuit of The Americas (CoTA) in Austin, Texas.

Hamilton's team-mate Nico Rosberg's retirement due to mechanical issues last time out in Russia has left the Brit with a 66-point lead over Ferrari's Sebastian Vettel and a 73-point cushion over Rosberg.

The reigning champion needs to outscore Vettel by nine points and Rosberg by two points in order to seal the title – meaning if he wins, with Rosberg second and Vettel third, the fight will be decided in his favour.

With Mercedes having already been crowned constructors' champion in Russia, attention is now turning towards the last few free race seats on the 2016 grid.

Mexican Esteban Gutierrez is expected to be unveiled as the second Haas driver in the run-up to his home grand prix the week after Austin, while speculation is mounting as to who'll partner Pastor Maldonado at Lotus when it becomes a Renault team.

Dane Kevin Magnussen is believed to be high on the squad's wishlist now that his contract with McLaren has come to an end.

The newly crowned GP2 champion Stoffel Vandoorne will take Magnussen's place as McLaren test and reserve driver next year, with a promotion to racing in 2017 likely.

Elsewhere, Ferrari development driver Raffaele Marciello is set to make another appearance in free practice for Sauber this weekend, as the Swiss-based team celebrates its 400th grand prix outing.

The Italian has already driven in free practice at the Malaysian, Spanish and

Confident Hamilton (below) has a big points lead over chasing pack



Esteban Gutierrez is set to be the Haas team's second driver



Kevin Magnussen has been dropped as McLaren reserve



STAYING POWER

Sauber (above) will contest its 400th grand prix in Austin

British Grands Prix and could be in line for a Ferrari race seat in the near future.

At Toro Rosso, only Max Verstappen has a confirmed contract for 2016, but Spaniard Carlos Sainz is looking good to be re-signed for another season.

Finally, Manor expects to be a more appealing proposition for drivers now it's secured a Mercedes engine supply for next year. Its 2015 line-up of Will Stevens, Roberto Mehri and Alexander Rossi are all said to be in the running.

Kia considering WTCC campaign

KIA is looking at racing in the World Touring Car Championship (WTCC) as part of its ambition to become a sportier brand.

Partner company Hyundai has run in the World Rally Championship for almost two seasons, but Kia has no global motorsport programme, even though it's tasked with becoming the sportier of the two marques.

"We're studying the possibility of WTCC," Kia's vice-president of overseas marketing Soon Nam Lee told Auto Express. "We can use technology from Hyundai's WRC car."

"But we can also see many cases, like SEAT and VW, where the investment has been huge yet marketing impact has not been so high. We cannot decide. The vice-president of Kia Europe is fortunately very experienced in WTCC and is advising me."



Kia's US arm races an Optima in Pirelli World Challenge; now WTCC could be on the cards

As Volvo returns with sizzling S60



WHILE Kia considers a possible WTCC run in future (left), Volvo has announced its return to the series with a new S60.

The Swedish brand last competed in the WTCC in 2010 with the C30. The new S60 (above) will be run by tuning arm Polestar, now wholly owned by Volvo.

Polestar's motorsport boss Alexander Schedvin said: "This is a long-term effort... testing will continue during our first season, which is all about learning."

Auto EXPRESS

FREE ValetPRO Dragon's Breath wheel clean kit

when you subscribe to Auto Express

Subscribe to **Auto Express** today and save 48% on the shop price. Enjoy the latest motoring news delivered to your door each week, and we'll send you an exclusive welcome gift!



YOUR GREAT SUBSCRIPTION OFFER

- **FREE 500ml Dragon's Breath wheel cleaner & NEW ultra soft wheel brush**
- **FREE delivery** of every issue
- **Save 48%** on your subscription
- All the latest **news, road tests & reviews** delivered to your door each week

YOUR FREE GIFT

ValetPRO Dragon's Breath is a specialist pH neutral wheel cleaner designed to clean chrome and polished rims. A truly amazing product, Dragon's Breath safely and effectively cleans painted and metal surfaces, drawing out contamination and leaving your wheels spotless.

Comes with this **NEW** and ultra soft, chemical resistant ValetPRO wheel brush – not yet released!

Don't miss out, get yours **FREE** with *Auto Express* TODAY.



ORDER ONLINE: dennismags.co.uk/autoexpress

CALL NOW: 0844 844 0026 quoting offer code **P1393P** or complete the form overleaf

Calls will cost 7p per minute plus your telephone company's access charge.

Auto EXPRESS Subscription Order Form

- ☐ **YES!** Please start my subscription to Auto Express and send me my **FREE ValetPRO Dragon's Breath wheel clean kit**. If I choose not to continue my subscription after my trial period, I will miss out on the **UK's biggest car news weekly** and a 48% saving on the shop price.
- ☐ I am an existing subscriber. Please extend my subscription with this offer.

YOUR DETAILS

Mr/Ms/Ms		Forename	
Surname			
Address			
Postcode			
Daytime Tel		Mobile Tel	
E-mail		Year of Birth	

Dennis Publishing (UK) Ltd uses a layered Privacy Notice, giving you brief details about how we would like to use your personal information. For full details please visit our website www.dennismags.co.uk/privacy/ or call us on 01795 592 910. If you have any questions please ask as submitting your details indicates your consent, until you choose otherwise, that we and our partners may contact you about products and services that will be of relevance to you via direct mail, phone, email and SMS. You can opt-out at ANY time via ManageMyMags.co.uk or privacy@dennismags.co.uk or 01795 592 910.

DIRECT DEBIT PAYMENT

- ☐ Just £19.99 every 13 issues (**Save 48% on the shop price**)

Instruction to your Bank or Building Society to pay by Direct Debit		DIRECT Debit
Name and full postal address of your Bank or Building Society		Originator's Identification Number
To the manager: Bank name		7 2 4 6 8 0
Address		Instructions to your Bank or Building Society
Postcode		Please pay Dennis Publishing Ltd Direct Debits from the account detailed in this instruction subject to the safeguards assumed by the Direct Debit Guarantee. I understand that this instruction may remain with Dennis Publishing Ltd and, if so, details will be passed electronically to my Bank/Building Society.
Account in the name(s) of		Branch sort code
Bank/Building Society account number		Signature(s)
		Date
<small>Banks and building societies may not accept Direct Debit instructions for some types of account.</small>		

RETURN TO: FREEPOST RLZS-ETGT-BCZR, Auto Express Subscriptions, 800 Guillat Ave, Kent Science Park, Sittingbourne ME9 8GU (no stamp required).

Gifts are limited to first 200 orders. Please allow 28 days for delivery. UK only. This offer is limited to one per household. Alternative gift may be supplied. You will be able to view your subscription details online at ManageMyMags.co.uk

Auto Express Print edition quote offer code: **P1393P**

**SAVE
48%.**

AE IT'S been just over a month since the public first heard of the VW scandal. And although the beleaguered company repeatedly insists that it's "working at full speed on a solution", it's not moving fast enough. Also, it can forget about "a solution" and concentrate instead on delivering solutions. Lots of them – like, NOW.

There's talk, but comparatively little positive action from the firm that's surely required to immediately do more – and spend more – to appease cheated customers, embark on the rebirth of the badge and take practical steps to redeem itself.

Apologies mean little at times like this – after deliberate cheating has occurred. Yet an expression of deep regret wouldn't go amiss, along with a plea for forgiveness and a cast-iron guarantee in its corporate constitution that customers can never and will never be intentionally cheated again.

The road to redemption has to include an automatic buy-back offer (based on independent, mid-September 2015 values plus 10 per cent) to owners of vehicles with cheat engines. And they're also owed refunds on their fuel overspends, caused if engines drank more diesel than spec sheets claimed.

Those who keep their vehicles and go with the recall flow deserve courtesy cars or vans of the same or higher trim level and value. Another must is a 10-year written guarantee that potential cheat-related MoT failures will be put right – at the VW Group's expense.

A VW-funded charitable organisation dedicated to promoting cleaner air and consumer protection, while at the same time reducing corporate cons and car showroom swindles, would help, too.

And at least one VW brand could be sold off, with the proceeds being ring-fenced and used solely to compensate those who've been duped.

The Group has around £20 billion in the bank, yet the enormity of the debacle means this may not be enough to buy its way out of such a mess. The cost of edging VW closer to normality could be nearer £100 bn.

The auctioning off of a successful brand and factory would help in this respect. As would a share of the royalties from the VW scandal movie that Hollywood and Leonardo DiCaprio are understood to be making.

As VW is about to discover, worldwide damage limitation, litigation, compensation, reparation and redemption doesn't come cheap.



Mike Rutherford

Motoring's most outspoken and opinionated columnist sounds off

W VW is surely required to immediately do more to appease cheated customers and embark on the rebirth of the badge

next week

TESTED



New BMW X1 vs Evoque and Q3

Stylish new baby SUV goes head-to-head with key rivals from Range Rover and Audi

REVEALED



Automecia

MINI Convertible

You've seen the spy shots – now finally the wraps come off MINI's classy drop-top

SPECIAL REPORT



Rover 10 years on

A decade after firm's demise, we look back at why it failed... and ask what future holds

News **Product tests**
Drives **Features & Sport**

on sale

Wednesday 28 October

Contents are subject to change



www.autoexpress.co.uk

Do you agree with Mike?

f Have your say at facebook.com/autoexpress

t @The_Rutherford

WORRIED ABOUT EXPENSIVE CAR REPAIR BILLS?

If your car goes wrong, you could be faced with wallet busting repair bills. Not to mention the hassle of dealing with the garage and being without your motor for days, or even weeks on end.

An award-winning car repair plan from Warrantywise gives you total peace of mind when your car goes bang! All of our plans include car hire, hotel & onwards travel expenses as well as recovery as standard. You can also take your car to any VAT registered garage in the UK or Europe for repairs!

Prices start from just £19 per month.

Best of all it's been designed by motoring consumer champion, Quentin Willson.

Quentin Willson
Designed by **Quentin Willson**



QUENTIN VIDEO GUIDE

Watch as motoring expert, Quentin Willson, explains the benefits of a used car warranty.

Watch Quentin's Guide
warrantywise.co.uk/guide



THEO IS WARRANTY WISE

Warrantywise are delighted that Theo Paphitis has done the wise thing and protected his jaw-dropping Maybach with a Warrantywise warranty.

Read the full article at: www.warrantywise.co.uk/theo

Terms and conditions apply. Accurate at the time of printing.



Get a Quote Online

warrantywise.co.uk

or call us on Freephone **0800 121 4770**



Warrantywise

Simply the Best in the Business



kia.co.uk



I want a great deal that comes with a great deal of features. #SR7

08:17 AM



0% APR
REPRESENTATIVE
OVER 25 MONTHS

£225

customer deposit

£225

per month

PLUS £250 TOWARDS YOUR DEPOSIT



RIO SR7

£4,970 optional final payment. 9,000 miles p.a. Personal Contract Purchase. From nil deposit.



The Power to Surprise

There's nothing like knowing you are getting a great deal, that's why we created the SR7 range. Equipped with a great deal of features like Bluetooth®, reversing sensors, alloy wheels and a leather trimmed steering wheel that puts controls at your fingertips. All this in our dependable little hatchback, the Kia Rio SR7, for just £225 a month. And for an extra £99 you can have our Care-3 servicing package that covers your first 3 services*.



Fuel consumption in mpg (l/100km) for Kia Rio 'SR7' 3-door: Urban 44.8 (6.3), Extra Urban 67.3 (4.2), Combined 56.5 (5.0), CO₂ emissions 115g/km. MPG figures are official EU test figures for comparative purposes and may not reflect real driving results. Offer is available on Kia Rio 'SR7' between 01/10/15 and 30/11/15 inclusive. **You will not own the vehicle until all payments are made.** At the end of the agreement there are 3 options: (i) Renew: Part exchange the vehicle, (ii) Retain: Pay the Optional Final Payment to own the vehicle or (iii) Return the vehicle. Further charges may be made subject to mileage and condition of the vehicle. Excess mileage charge 14.9p per mile. Subject to status. T&Cs apply. 18s or over. Guarantee/Indemnity may be required. Kia Motors Finance RH1 1SR. Model shown: Kia Rio 'SR7' 3-door 1.25 84bhp 5-speed manual at £10,845 including £1,000 customer saving. Non-offer price £11,845. Customer savings vary by model derivative. Specification is subject to change without notice. *Kia Care-3 for £99 must be activated within 30 days of vehicle registration. Care-3 is the Kia Servicing Package that covers recommended manufacturers servicing. T&Cs apply. Offer not available with any other offer. Retail sales only. Details correct at time of going to press. 7 year / 100,000 mile manufacturer's warranty. For full terms and exclusions visit www.kia.co.uk. The Bluetooth® word mark and logo are registered trademarks and owned by the Bluetooth SIG, Inc.